

May 16, 2007

Changes to Development Agreement.

1. Change the Definition of "Building Codes" to read as follows:

"Building Codes" means the following codes: 2006 International Residential Code; 2006 International Building Code; 1997 Uniform Administrative Code; 2006 Pool Code; 2006 Uniform Plumbing Code; 2005 National Electric Code; 2006 Uniform Mechanical Code; 2006 International Energy Conservation Code; and National Fire Protection Agency 1, to the extent adopted by the City and subject to any modifications that are adopted by the City.

2. Change the Definition of "Master Traffic Study" to read as follows:

"Master Traffic Study" means the comprehensive study conditionally approved by the Director of Public Works on May 8, 2007 and incorporated in its entirety herein as Exhibit "G".

3. Delete Section 3.05 (vii) in its entirety.

4. Change Section 3.06 (d) (iii), Line 20 of the Schedule to read as follows:

Tenant Improvement (<2.5k sf)	10 bd	10 bd	10 bd	
----------------------------------	-------	-------	-------	--

5. Change Section 3.14 to read as follows:

"Right-Of-Way Agreements For Optical Fiber. City shall permit the installation of optical fiber conduit and optical fiber, together with all necessary appurtenances in all City rights-of-way within the Property upon the proper execution of Right-Of-Way Agreement between the Master Developer, or its designee, and the City.

Such Right-Of-Way Agreement shall include, at a minimum, the following provisions: a phasing plan for such improvements; any such improvements to be constructed within the City's right-of-way shall be indicated and approved on civil improvement plans; any such improvements shall not exceed 120 feet in length within the public right-of-way, unless otherwise approved by the Director of Public Works; payment by the Master Developer or its designee of an initial fee of \$10,000.00 and a continuing annual fee of \$5,000.00, payment of which is to commence upon the installation of the first instance of optical fiber within the

Submitted at City Council
Date 5/16/07 Item 94-95

optical fiber conduit, and on every anniversary of the first installation thereafter; Master Developer to notify the Director of Public Works in writing of the first instance of installation of optical fiber; and an annual payment by the Master Developer of \$1.33 for each linear foot of conduit within the City's right-of-way, subject to annual adjustment based upon the Consumer Price Index, All Urban Consumers (CPI-U)."

Changes to Design Guidelines.

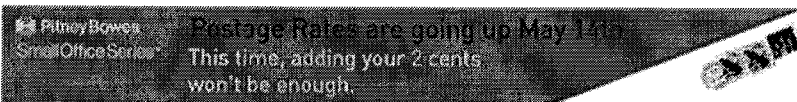
1. Change Section 1.6, Page 2, "Energy Efficiency", first bullet point to read as follows:

- Ensure that all residences are energy efficient:
 - Ensure that all home designs are in compliance with the 2006 International Energy Conservation Code as adopted, and amended from time to time, by the City of Las Vegas."

2. Change Section 3.3, page 28, "Urban Mixed-Use Parcels" to read as follows:

"Urban Mixed-Use Parcels allow all types of Residential Building Types except Estate and Standard Lots. The Urban Mixed-Use Parcels permit a wide variety of Residential Building Types, both detached and attached single family products and medium-density multi-family products."

IN BUSINESS Las Vegas



Jan. 5 - 11, 2007

Current Issue

Southern Highlands developer gets busy in NLV

Special Publications

By Brian Wargo / Staff Writer

Search In Business

Aliante set the tone for residential development in North Las Vegas, but a new kid on the block is getting a chance to put its stamp on the community.

In Business on TV

The Olympia Group, developer of Southern Highlands, kicked off construction this week on North Las Vegas' next master-planned community - Park Highlands. When completed, it will yield nearly 16,000 homes and other housing units and add nearly 50,000 people to the city's population.

The List

Book of Lists

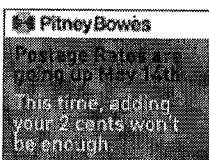
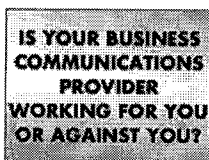
North Las Vegas leaders had a vision of what they wanted in their city, and it was building on Aliante, Olympia partner Guy Inzalaco said.

Meetings

"We are excited to see the next part of North Las Vegas take shape," Inzalaco said. "Aliante set a fine example of what North Las Vegas can be, and we are looking at Aliante and, if it can be done, take it to the next level and provide another great community for North Las Vegas."

About InBusiness

- Media Kit
- Subscribe
- Contact Us



Coming Attractions



Olympia sought 16,040 homes but wound up with approval for 15,750.

Aliante, built by a partnership that includes American Nevada Company, owned by the Greenspun family, which publishes In Business Las Vegas, is credited in part with helping North Las Vegas upgrade its overall image.

"It won't be Aliante. It will be distinct," Inzalaco said. "But at the same time, we want to make sure it fits what was created out there."

Park Highlands will offer the first custom lots sold in a North Las Vegas master-planned community, Inzalaco said.

The 2,675-acre community that borders both sides of Aliante features a 300-acre nature preserve, a 40-acre regional sports park, 130 acres of other parks, hiking and jogging trails, six schools and 250 acres of commercial space.

The Olympia Group, which acquired the 2,675 acres for \$639 million in November 2005 from the Bureau of Land Management, announced it is spending about \$1 billion for the land and infrastructure costs.

Model homes are expected to be completed by the end of the year, but new homes won't be available until early 2008. The development's builders are American West Homes, Astoria Homes, Standard Pacific Homes and DR Horton.

The kickoff of construction in the master-planned community comes as the Las Vegas housing community remains in a slump. Homebuilders cut back sharply on building permits in 2006 and offered incentives to whittle inventory.

Builders have been slowed because a large inventory of resale homes has prevented potential buyers from selling their homes.

Submitted at City Council

Date 5/16/07 Item 93, 94, 73

"We believe it is a temporary slowdown and that our builders are still excited about the community," Inzalaco said. "I think they believe the timing is very good because by the time they bring the houses on the market, the market will have rebounded."

North Las Vegas Mayor Mike Montandon said he is excited about what Park Highlands will add to the community.

"They are going to spend \$1 billion before building the homes," Montandon said. "It is just nice that as things are slowing down, we are going to see something kick off. It is going to be an adjustment for a couple of years, which is fine. That is the way business works. We probably needed it. Their timing will be about perfect. They will be coming on line at the time builders need them."

The one unresolved issue on the development is Olympia's plans for a casino on its site. The developer has yet to petition the city for approval for a hotel and casino planned for Losee Road and the Las Vegas Beltway.

Opposition to the casino surfaced last spring when the city approved a development agreement. Residents said they are worried about traffic congestion, increased drunken driving and lower property values.

The market is expected to dictate pricing, but officials said there will be a mix of housing from starter homes to those selling in the \$800,000s.

Olympia plans 28 acres of neighborhood commercial development and 113 acres of regional commercial, including a resort casino. About 118 acres would be a mix of commercial and residential uses.

Brian Wargo covers real estate and development for In Business Las Vegas and its sister publication, the Las Vegas Sun. He can be reached at (702) 443-3604 or by e-mail at wargo@lasvegassun.com.

IBLV Homepage



A member of the Greenspun Media Group, publishers of:

Celebrity Week | In Business | Las Vegas Life | Las Vegas SUN | Las Vegas Weekly |
Ralston/Flash | Las Vegas Magazine | Vegas Golfer | VEGAS Magazine

[Click here for problems or questions. Read our policy on privacy and cookies.](#)
Advertise on [Vegas.com](#). Work for [Vegas.com](#).
All contents © 1998 - 2007 Vegas.com
The Most Visited Place on Earth

THE PRINCIPLES OF NEW URBANISM

The principles of New Urbanism can be applied increasingly to projects at the full range of scales from a single building to an entire community.

1. Walkability

- Most things within a 10-minute walk of home and work
- Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets)
- Pedestrian streets free of cars in special cases

2. Connectivity

- Interconnected street grid network disperses traffic & eases walking
- A hierarchy of narrow streets, boulevards, and alleys
- High quality pedestrian network and public realm makes walking pleasurable

3. Mixed-Use & Diversity

- A mix of shops, offices, apartments, and homes on site. Mixed-use within neighborhoods, within blocks, and within buildings
- Diversity of people - of ages, income levels, cultures, and races

4. Mixed Housing

A range of types, sizes and prices in closer proximity

5. Quality Architecture & Urban Design

Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; Special placement of civic uses and sites within community. Human scale architecture & beautiful surroundings nourish the human spirit

6. Traditional Neighborhood Structure

- Discernable center and edge
- Public space at center
- Importance of quality public realm; public open space designed as civic art
- Contains a range of uses and densities within 10-minute walk
- Transect planning: Highest densities at town center; progressively less dense towards the edge. The transect is an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings. The Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and

Submitted at City Council

Date 5/16/07 Item 9394
13

man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.

7. Increased Density

- More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live.
- New Urbanism design principles are applied at the full range of densities from small towns, to large cities

8. Smart Transportation

- A network of high-quality trains connecting cities, towns, and neighborhoods together
- Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

9. Sustainability

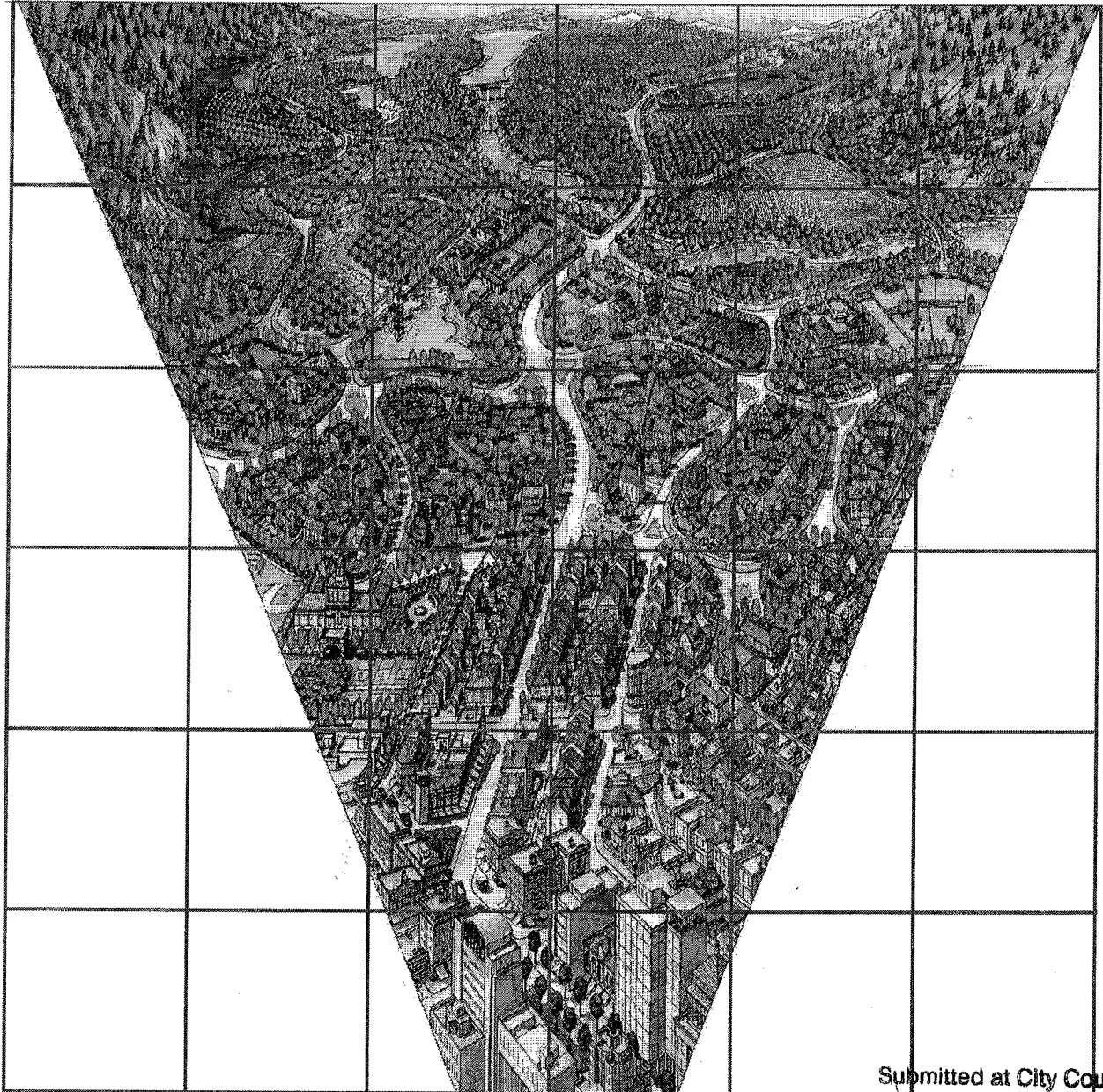
- Minimal environmental impact of development and its operations
- Eco-friendly technologies, respect for ecology and value of natural systems
- Energy efficiency
- Less use of finite fuels
- More local production
- More walking, less driving

10. Quality of Life

Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

SMARTCODE

A COMPREHENSIVE FORM-BASED PLANNING ORDINANCE



Submitted at City Council

Date *5/16/07* Item *9495, 73*

Curbing Sprawl With a Code

By Andrés Duany



The word "growth" once had positive connotations for Americans: better jobs, better shops, better education, a better quality of life. But mention the word today and you are likely to hear discussions about congested traffic, higher taxes, crowded schools and the paving-over of the landscape.

How did it come to pass that a nation proud of three centuries of growth, one whose people built the constellations of beautiful villages, towns and cities that span a continent, should have so radically changed its outlook?

The reason is that the methods by which municipalities "grow" have changed. Prior to the Second World War, areas mapped out for development included each of the essential town-making elements — streets, parks, housing, commercial and civic buildings. Without even one of these components in the plan, the town would not have been successful.

Since then, conventional codes were adopted that segregate land uses into single-use pods — "residential," "office," "commercial" or "industrial." When a developer procures a piece of land, a specific type of housing subdivision (single-family, townhouse or apartment), a shopping center or a business park replaces it.

An armature of zoning codes addressing each of the specialty areas dictates the details of this process without an effective means of keeping in mind the big picture. The result is a collection of monocultures: a segregation of the elements of community into specialized areas, a condition often referred to as "sprawl."

Individually, the decisions made in regards to planning are quite plausible, but collectively they lead to a pattern that is dysfunctional. Wide residential streets, for example, seem like a reasonable way to speed emergency vehicles on their way. Yet wide streets are more dangerous for pedestrians and often allow for fewer road interconnections, which

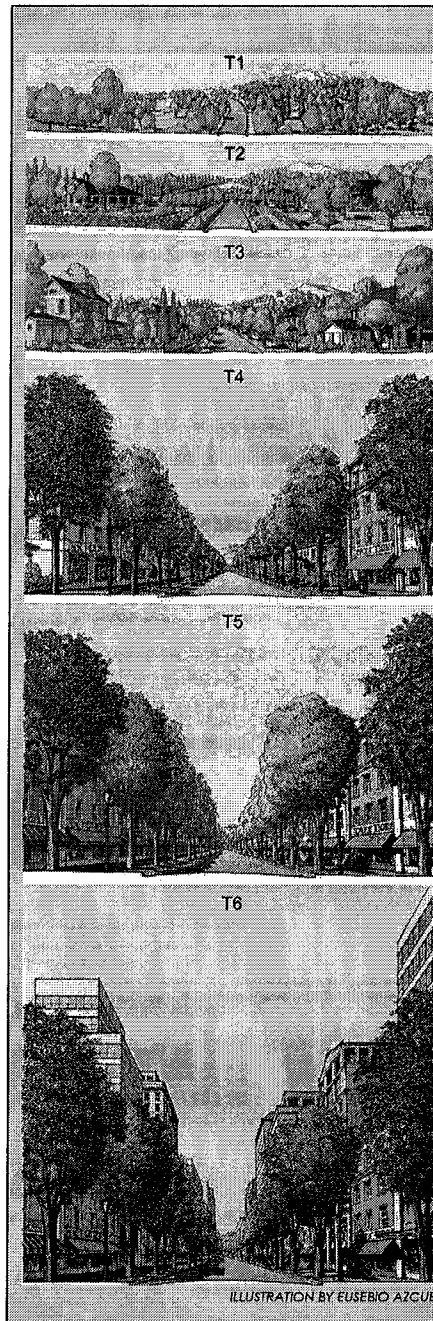


ILLUSTRATION BY EUSEBIO AZCUE

What is the Transect?

A transect is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all of the other physical elements of the human habitat.

One of the key concepts of transect planning is the idea of creating what are called immersive environments. Successful immersive environments are based, in part, on the selection and arrangement of all the components that together comprise a particular type of environment. Each environment, or transect zone, is comprised of elements that keep it true to its locational character. Through a complete understanding of the transect, planners are able to specify different urban intensities that look and feel appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local vernacular traditions, most elements of the human habitat can be similarly appropriated in such a way that they contribute to, rather than detract from, the immersive character of a given environment.

In transect planning, the essential task is to find the main qualities of immersive environments. Once these are discovered, transect planning principles are applied to rectify the inappropriate intermixing of rural and urban elements. Finding the proper balance between natural and human-made environments results in higher-quality places at every point of the spectrum and puts an end to creating sprawl conditions.

may actually make it more difficult for fire trucks to get where they need to go. Whether it is street width, housing density, building placement or landscaping, no design decision should be made in isolation.

In order to create places that serve both people and the natural environment well, planners must be given the proper tools. The best of intentions by planners to incorporate smart growth principles into the planning of their municipalities have often been thwarted by non-permitting

or restrictive zoning codes. An attempt to work around the code requires either numerous revisions to the existing code or a slew of variances. Both of these choices are frustrating and time-consuming to implement. A third option is to adopt an enabling code — one that encourages good development practices to be put into practice. An example of this type is the SmartCode.

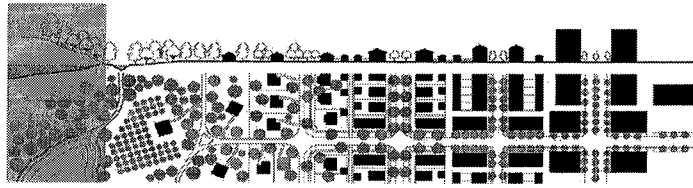
The SmartCode is a planning tool that promotes a sustainable urban pattern while protecting landscape

that is considered ecologically and culturally valuable. This is accomplished by the creation of plans and standards that determine where development will occur and how it will be implemented.

The current pattern of sprawling growth in America is preventable through the use of prescriptive codes, such as the SmartCode. Placed in the right hands and followed rigorously, municipal planners will once again have the tools they need to create good places with ease.

T1

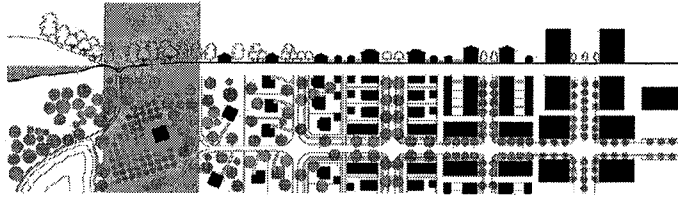
Land Uses: Natural preserve, recreation and camping.
Buildings: Utility infrastructure and camp buildings.
Private Frontages: Common landscapes.
Public Frontages: Swales and naturalistic planting, bike trails.
Thoroughfares: Highways and roads.
Open Spaces: Parkland.



THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T2

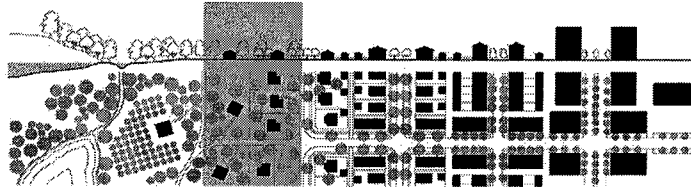
Land Uses: Natural reserve, agriculture, recreation and camping.
Buildings: Utility infrastructure, agricultural buildings and farmhouses, migrant workers housing and campgrounds.
Private Frontages: Common landscapes.
Public Frontages: Swales and naturalistic planting, bike trails.
Thoroughfares: Highways and roads.
Open Spaces: Farming, forests, orchards and parkland.



THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These may include woodlands, agricultural lands, grasslands and irrigable deserts.

T3

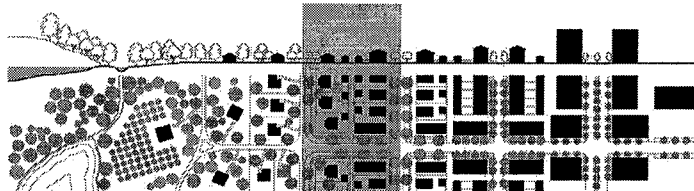
Land Uses: Low density residential and home occupations.
Buildings: Houses and outbuildings.
Private Frontages: Common lawns, porches, fences, naturalistic tree planting.
Public Frontages: Open swales, some flat curbs, bike lanes and naturalistic tree planting.
Thoroughfares: Roads and a few streets; rear lanes, some unpaved.
Open Spaces: Orchards, parks and greens.



THE SUB-URBAN ZONE, though similar in density to conventional suburban residential areas, differs by its superior connectivity and by allowing home occupations. It is typically adjacent to other urban T-zones. This zone is naturalistic in its planting. Blocks may be large and lot roads irregular to accommodate site conditions.

T4

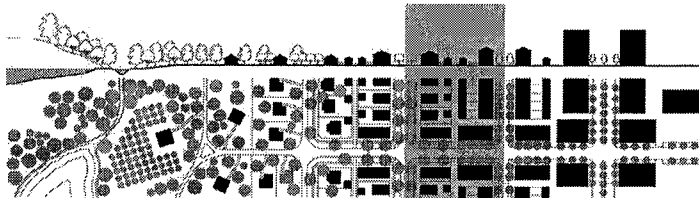
Land Uses: Medium density residential and home occupations; limited commercial and lodging.
Buildings: Houses and outbuildings, sideyard houses, townhouses, live/work units, corner stores, inns.
Private Frontages: Porches & fences.
Public Frontages: Raised curbs, narrow sidewalks, bike lanes, continuous planters, street trees in allée.
Thoroughfares: Streets and rear lanes.
Open Spaces: Squares and playgrounds.



THE GENERAL URBAN ZONE has a denser and primarily residential urban fabric. Mixed-use is usually confined to certain corner locations. This zone has a wide range of building types: singles, sideyard and rowhouses. Setbacks and street tree settings are variable. Streets typically define medium-sized blocks.

T5

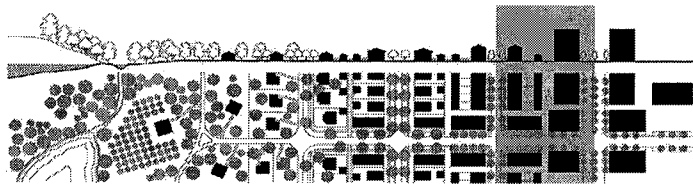
Land Uses: Medium intensity residential and commercial; retail, offices, lodging, civic buildings.
Buildings: Townhouses, apartment houses, live-work units, shopfront buildings and office buildings, hotels, churches, schools.
Private Frontages: Stoops, dooryards, forecourts, shopfronts and galleries.
Public Frontages: Raised curbs, wide sidewalks, bike routes, continuous or discontinuous planters, street trees in allée.
Thoroughfares: Boulevards, avenues, couplets, main streets, streets and rear alleys.
Open Spaces: Squares, plazas and playgrounds.



THE URBAN CENTER ZONE is the equivalent of the main street area. This zone includes mixed-use building types that accommodate retail, offices and dwellings, including rowhouses and apartments. This zone is a tight network of streets and blocks with wide sidewalks, steady street tree planting and buildings set close to the frontages.

T6

Land Uses: High intensity residential and commercial; retail and offices, lodging, civic buildings.
Buildings: High- and medium-rise apartment and office buildings, hotels, townhouses, live-works, shopfronts, churches, civic buildings.
Private Frontages: Stoops, dooryards, forecourts, shopfronts, galleries.
Public Frontages: Raised curbs, wide sidewalks, bike routes, discontinuous planters, street trees in allée.
Thoroughfares: Boulevards, avenues, couplets, main streets, streets and rear alleys.
Open Spaces: Squares, plazas and playgrounds.



THE URBAN CORE ZONE is the equivalent of a downtown. It contains the densest urbanism – the tallest buildings and the greatest variety of uses, particularly unique ones such as financial districts and important civic buildings. This zone is the least naturalistic of all the zones; street trees are formally arranged or non-existent.

THE TRADITIONAL NEIGHBORHOOD and SUBURBAN SPRAWL

The congested, fragmented, unsatisfying suburban sprawl and the disintegrating urban centers of today are not merely products of laissez-faire, nor the results of mindless greed. They are thoroughly planned to be as they are: the direct result of zoning and subdivision ordinances administered by planning departments.

If the results are dismayed, it is because the model of the city being projected is dismal. These ordinances dictate three criteria for urbanism: the free and rapid flow of traffic, parking in quantity, and the rigorous separation of building use. The result of these criteria is that automobile traffic and its landscape have become the central, unavoidable experience of the public realm.

The traditional pattern of walkable, mixed-use neighborhoods has been inadvertently prohibited by current ordinances. Thus, designers find themselves in the ironic situation of being forbidden from building in the manner of our

neighborhood varies in population and density to accommodate localized conditions.

- The neighborhood is limited in size so that a majority of the population is within a 5-minute walking distance of its center (1/4 mile). The needs of daily life are theoretically available within this area. This center provides an excellent location for a transit stop, convenience work places, retail, community events and leisure activities.

- Streets are laid out in a network, so that there are alternate routes to most destinations. This permits most streets to be smaller with slower traffic as well as having parking, trees, sidewalks and buildings. They are equitable for both vehicles and pedestrians.

- Streets are spatially defined by a wall of buildings that front the sidewalk in a disciplined manner uninterrupted by parking lots.

- The buildings are diverse in function but

hindering socioeconomic diversity.

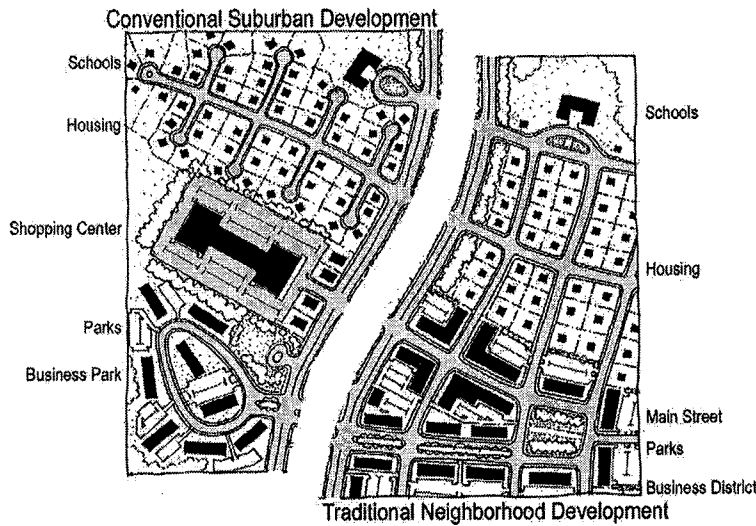
- Sprawl is limited only by the range of the automobile, which easily forms catchment areas for retail, often exceeding 50 miles.

- There is a high proportion of cul-de-sacs and looping streets within each pod. Through traffic is possible only by means of a few "collector" streets that, consequently, become easily congested.

- Vehicular traffic controls the scale and form of space, with streets being wide and dedicated primarily to the automobile. Parking lots typically dominate the public space.

- Buildings are often highly articulated, rotated on their lots and greatly set back from streets. They are unable to create spatial definition or sense of place. Civic buildings do not normally receive distinguished sites.

- Open space is often provided in the form of "buffers," "pedestrian ways," "berms" and other ill-defined residual spaces.



Drawing courtesy Duany Plater-Zyberk & Company

admired historic places. One cannot propose a new Annapolis, Marblehead, or Key West, without seeking substantial variances from current codes.

Thus, there are two types of urbanism available: The neighborhood, which was the model in North America from the first settlements to the Second World War, and suburban sprawl, which has been the model since then. They are similar in their initial capacity to accommodate people and their activities; the principal difference is that suburban sprawl contains environmental, social and economic deficiencies that inevitably choke sustained growth.

The Traditional Neighborhood Development (TND) has the following physical attributes:

- The neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The

compatible in size and in disposition on their lots. There is a mixture of houses (large and small), outbuildings, small apartment buildings, shops, restaurants, offices and warehouses.

- Civic buildings (schools, meeting halls, theaters, churches, clubs, museums, etc.) are often placed on squares or at the termination of street vistas. By being built at important locations these buildings serve as landmarks.

- Open space is provided in the form of specialized squares, playgrounds, and parks and, in the case of villages, greenbelts.

Conventional Suburban Development (CSD) has quite different physical attributes:

- Sprawl is disciplined only by isolated "pods," which are dedicated to single uses such as "shopping centers," "office parks," and "residential clusters." All of these are inaccessible from each other except by car. Housing is strictly segregated in large clusters containing units of similar cost

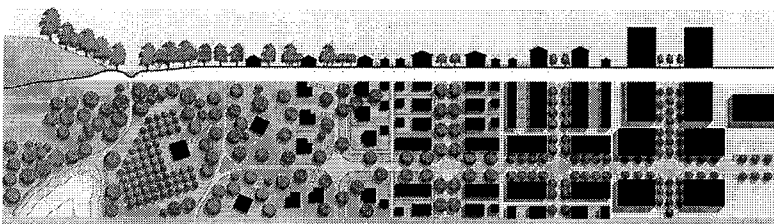
Positive Consequences of TND

- By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gains independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited, and air pollution is reduced.
- By providing streets and squares of comfortable scale with defined spatial quality, neighbors, walking, can come to know each other and to watch over their collective security.
- By providing appropriate building concentrations at easy walking distances from transit stops, public transit becomes a viable alternative to the automobile.
- By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed.
- By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

Negative Consequences of CSD

- By the construction of an excessive asphaltic infrastructure, the natural landscape is destroyed. Each automobile not only generates roadways, but also requires a paved parking place at the dwelling, another at the work place, and yet another at the shopping center.
- By consigning the bulk of the available public budget to pay for asphaltic infrastructure, the human infrastructure of good schools, post offices, fire stations, meeting halls, cultural buildings, and affordable housing is starved.
- By assuming that the people will drive to and from all activities, the need for large streets and parking lots becomes a self-fulfilling prophecy. The exhaust emissions resulting from such trips are the single greatest source of air pollution in the United States.

Current codes monitor only traffic flow, parking counts, the segregation of building use, and the safeguard of wetlands. New codes must be written that include effective provisions for the neighborhood, which is human habitat in all its complexity.



Executive Summary of the Code

THE SMARTCODE is a unified development ordinance that encourages a market-driven alternative to conventional suburban development. It is transect-based in order to coordinate with environmental standards. The SmartCode also has a form-based code component.

The SmartCode:

- enables and qualifies smart growth community patterns that include Hamlets, Villages and Towns (Clustering, Traditional Neighborhood Development, Regional Centers and Transit-Oriented Development);
- integrates the scale of planning concern from the region, through the community scale, to the individual lot and its architectural elements;
- integrates a range of transect zones from the wilderness to the urban core;
- integrates methods of environmental protection, open space conservation and water quality;
- integrates subdivision, public works and TDR standards;
- provides a set of zoning categories common to both new communities and to the infill of existing urbanized areas;
- integrates architectural, landscape, signage, ambient and accessibility standards;
- establishes parity of process for both existing and new urban areas;
- integrates protocols for the preparation and processing of plans;
- encourages administrative approvals rather than decision by public hearing;
- encourages specific outcomes through both incentives and prohibitions;
- specifies standards parametrically in order to minimize the need for variances;
- and generally increases the range of the options over those allowed by conventional zoning codes.

The SmartCode is divided into Articles:

- Article 1 is general to all plans and it supports all other articles.
- Article 2 is for preparing regional plans and is for use by planning departments.
- Article 3 is for preparing new community plans and is for use by land developers.
- Article 4 is for preparing infill plans and is for use by planning departments.
- Article 5 is for preparing site and building plans and is for use by owners and builders.
- Article 6 contains diagrams and tables supporting the other articles.
- Article 7 contains terms and definitions supporting the other articles.
- The Sector System employed in this Code is diagrammed in Table 4.
- The Transect System of zoning employed by this code is diagrammed in Table 3 and 5, and described as follows:
The Transect is a regional framework that identifies and organizes a continuous range of [habitats] from the most natural to the most urban.
The continuum of a Transect, when subdivided, lends itself to the creation of zoning categories.
The zoning categories include standards that encourage diversity similar to that of organically evolved settlements.
The standards overlap, reflecting the successional ecozones of natural and human communities.
A Transect integrates environmental and zoning methodology, enabling environmentalists to assess the design of social habitats and the urbanists to support the viability of natural habitats.

NOTES

- The SmartCode is a model ordinance. It is not persuasive and instructive like a guideline, nor is it intentionally general, like a vision statement. It is meant to be law, precise and technical, administered by professional planning departments and interpreted by elected representatives of local government.
- The SmartCode must be adjusted to regional character by architects and landscape architects, and to state and local law by planners, civil engineers and land-use attorneys.
- This text appears here as a model code. Portions of text that should be altered to reflect local usage appear within brackets []. In addition, every standard appearing in Table 19 is subject to alteration.
- The widespread application of this code would be facilitated by the passage of enabling legislation at the state level. The states of Pennsylvania and California have implemented legislation to this end. There is language for such legislation written for the state of Georgia.
- The intent statement which is provided is modified from the Charter of the New Urbanism.
- A supplementary form-based code is available. This may be used to provide illustrations, or it may be provided to developers for use as guidelines for their private communities.
- Architectural Standards (Sections 5.2.5) are optional.

THIS PUBLICATION DOES NOT INCLUDE THE SMARTCODE IN ITS ENTIRETY. FOR A FULL COPY OF THE SMARTCODE, VISIT WWW.MUNICODE.COM.

SMARTCODE CONTENTS

SECTION 1. GENERAL TO ALL PLANS

- 1.1 AUTHORITY
- 1.2 INTENT
- 1.3 APPLICABILITY
- 1.4 PROCESS
- 1.5 VARIANCES
- 1.6 INCENTIVES

SECTION 2. SECTOR-SCALE PLANS

- 2.1 INSTRUCTIONS
- 2.2 SUCCESSION
- 2.3 (\$1) PRESERVED OPEN SPACE SECTOR
- 2.4 (\$2) RESERVED OPEN SPACE SECTOR
- 2.5 (\$3) RESTRICTED GROWTH SECTOR
- 2.6 (\$4) CONTROLLED GROWTH SECTOR
- 2.7 (\$5) INTENDED GROWTH SECTOR
- 2.8 (\$6) INFILL GROWTH SECTOR
- 2.9 (\$D) SPECIALIZED DISTRICT

SECTION 3. NEW COMMUNITY-SCALE PLANS

- 3.1 INSTRUCTIONS
- 3.2 TRANSECT ZONES
- 3.3 COMMUNITY TYPES
- 3.4 DENSITY CALCULATIONS
- 3.5 ENVIRONMENTAL REQUIREMENTS
- 3.6 STREETSCAPE REQUIREMENTS
- 3.7 CIVIC REQUIREMENTS
- 3.8 SPECIAL REQUIREMENTS

SECTION 4. EXISTING COMMUNITY-SCALE PLANS

- 4.1 INSTRUCTIONS
- 4.2 TRANSECT ZONES
- 4.3 COMMUNITY TYPES
- 4.4 CIVIC ALLOWANCES
- 4.5 SPECIAL REQUIREMENTS
- 4.6 PRE-EXISTING CONDITIONS

SECTION 5. BUILDING-SCALE PLANS

- 5.1 INSTRUCTIONS
- 5.2 GENERAL TO ALL ZONES
- 5.3 SPECIFIC TO T1 & T2 ZONES
- 5.4 SPECIFIC TO T3 ZONES
- 5.5 SPECIFIC TO T4 ZONES
- 5.6 SPECIFIC TO T5 ZONES
- 5.7 SPECIFIC TO T6 ZONES
- 5.8 CIVIC OVERLAY ZONES/ALLOWANCES
- 5.9 SPECIAL REQUIREMENTS

STANDARDS & TABLES

- TABLE 1. OUTLINE OF THE CODE
- TABLE 2. TERMS & SYNONYMS
- TABLE 3. TRANSECT ZONE DESCRIPTIONS
- TABLE 4. SECTOR SYSTEM ILLUSTRATED
- TABLE 5. TRANSECT SYSTEM ILLUSTRATED
- TABLE 6. SECTOR/TRANSECT CORRELATION
- TABLE 7. PRIVATE FRONTAGES
- TABLE 8A. PUBLIC FRONTAGES
- TABLE 8B. PUBLIC FRONTAGE ASSEMBLIES
- TABLE 9. BUILDING HEIGHTS
- TABLE 10A. VEHICULAR LANES
- TABLE 10B. VEHICULAR LANE ASSEMBLIES
- TABLE 11. EXPLANATORY DIAGRAMS
- TABLE 12. GENERAL FUNCTION
- TABLE 13. SPECIFIC FUNCTION
- TABLE 14. PARKING STANDARDS
- TABLE 15. STREETLIGHT ILLUSTRATIONS
- TABLE 16. STREET TREE ILLUSTRATIONS
- TABLE 17. BUILDING DISPOSITION
- TABLE 18. CIVIC SPACE TYPES
- TABLE 19. TRANSECT ZONE SUMMARY
- TABLE 20. SPECIAL DISTRICT SUMMARY

DEFINITION OF TERMS

SECTION 1: GENERAL TO ALL PLANS

1.1 AUTHORITY

1.1.1 The action of the [Municipality, State] in the adoption of this Code is authorized under:

(a) The [Charter of the Municipality, Section X].

(b) The [Local and State Statutes, Section X].

1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted [Municipal Comprehensive Plan]. This Code is declared to be in accord with the [Municipal Comprehensive Plan], as required by the [Local Land Development Statutes].

1.1.3 This Code was adopted by and amended by vote of the [Legislative Body].

1.2 INTENT

The purpose of this Code is to enable, encourage and qualify the implementation of the following policies.

1.2.1 The Region

a. That the region [should] retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

b. That growth strategies [should] encourage infill and redevelopment in partly with new communities.

c. That development contiguous to urban areas [should] be structured in the neighborhood pattern and be integrated with the existing urban pattern.

d. That development non-contiguous to urban areas [should] be organized in the pattern of clusters, traditional neighborhoods or villages, and Regional Centers.

e. That the pattern of development [should] respect historical precedents.

f. That affordable housing [should] be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

g. That transportation corridors [should] be planned and reserved in coordination with land use.

h. That green corridors [should] be used to define and connect the urbanized areas.

i. That the region [should] include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.2.2 The Community

a. That neighborhoods and Regional Centers [should] be compact, pedestrian-oriented and mixed-use.

b. That neighborhoods and Regional Centers [should] be the preferred pattern of development and that districts specializing in single-use should be the exception.

c. That ordinary activities of daily living [should] occur within walking distance of most dwellings, allowing independence to those who do not drive.

d. That interconnected networks of thoroughfares [should] be designed to disperse and reduce the length of automobile trips.

e. That within neighborhoods, a range of housing types and price levels [should] be provided to accommodate diverse ages and incomes.

f. That appropriate building densities and land uses [should] be provided within walking distance of transit stops.

g. That civic, institutional and commercial activity [should] be embedded in downtowns, not isolated in remote single-use complexes.

h. That schools [should] be sized and located to enable children to walk or bicycle to them.

i. That a range of open space including parks, squares and playgrounds [should] be distributed within neighborhoods and town centers.

1.2.3 The Block and the Building

a. That buildings and landscaping [should] contribute to the physical definition of thoroughfares as civic places.

b. That development [should] adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.

c. That the design of streets and buildings [should] reinforce safe environments, but not at the expense of accessibility.

d. That architecture and landscape design [should] grow from local climate, topography, history, and building practice.

e. That buildings [should] provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

f. That civic buildings and public gathering places [should] be provided locations that reinforce community identity and support self-government.

g. That civic buildings [should] be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.

h. That the preservation and renewal of historic buildings [should] be facilitated to affirm the continuity and evolution of society.

i. That the harmonious and orderly evolution of urban areas [should] be secured through graphic codes that

serve as guides for change.

1.3 APPLICABILITY

1.3.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.

1.3.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the [Local Health & Safety Code].

1.3.3 The [Existing Codes] continue to be applicable to issues not covered by this Code except where these would contradict the Intent Section 1.2, in which case the conflict shall be resolved in favor of this Code.

1.3.4 Terms used throughout this Code shall take their commonly accepted meanings or as defined in the Definitions Section 7.1. In the event of conflicts between these definitions and those of the [Existing Codes], those of this Code shall take precedence.

1.3.5 The Definitions of Terms contains regulatory language that is integral to this Code.

1.4 PROCESS

1.4.1 Sectors (defined geographically in Section 2) contain communities (defined by extent and intensity in Sections 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Sections 5 and 6).

1.4.2 The geographic determination of sectors and the standards for each Transect Zone [should] be determined through a process of public consultation with approval by [The Legislative Body]. Once these determinations have been incorporated into this Code and the associated plans, projects that require warrants only shall be processed administratively without further recourse to public consultation.

1.4.3 [The Planning Office] shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the UDC. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.

1.4.4 An applicant may appeal a decision of the CRC to the [Board of Appeals], and appeal a decision of the [Board of Appeals] to the [Legislative Body].

1.4.5 Should a violation of an approved plan occur during construction, the [Board of Appeals] has the right to require the owner or developer to stop, remove and/or mitigate the violation, or to require the owner or developer to secure an Exception to cover the violation.

1.5 VARIANCES

1.5.1 There shall be two levels of variance: Warranted Variances (Warrants) and Exceptional Variances (Exceptions).

1.5.2 Warrants permit a practice that is not consistent with a specific provision of this Code, but is justified by its intent (Section 1.2) or by hardship. Warrants [may] be granted administratively through the CRC.

1.5.3 Exceptions permit a practice that is not consistent with a provision nor the intent of this Code (Section 1.2). Exceptions [shall] be granted only by the [Board of Appeals].

1.5.4 The request for an Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.

1.5.5 Warrants and Exceptions shall be considered unique and shall not set precedent for others.

1.5.6 [The following standards and requirements shall not be available for Warrants or Exceptions:

- The allocation ratios of each T-Zone.
- The maximum dimensions of traffic lanes.
- The required provision of alleys and rear lanes.
- The minimum residential densities.
- The permission to build ancillary apartments.
- The requirements of parking location.]

1.6 INCENTIVES

1.6.1 To encourage the use of this Code, the [Legislative Body] [shall] grant the following incentives, to the extent authorized by state law:

a. The application [shall be] processed administratively rather than through public hearing.

b. The application [shall be] processed with priority over others under the conventional code with prior filing dates.

c. Review fees [shall be] waived or reduced.

d. Density [may be] increased by the [subsidized] Transfer of Development Rights.

e. The traffic impact report [shall be] waived.

f. The municipality [shall] construct and maintain those internal thoroughfares that through-connect to adjacent sites.

g. Payment of property taxes [shall be] maintained at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.

h. First-time buyers of dwellings and newly created businesses within Zones T4, T5 and T6 [shall] receive tax relief.

TABLE 1: OUTLINE OF THE CODE

	SECTION 2 SECTOR-SCALE PLANS		SECTION 3 & 4 COMMUNITY-SCALE PLANS		SECTION 5 BUILDING-SCALE PLANS
	SECTOR TYPE	COMMUNITY TYPE	TRANSECT ZONES	STANDARDS	
OPEN SPACE	S1 PRESERVED OPEN SPACE SECTORS		T1 NATURAL ZONE		
	S2 RESERVED OPEN SPACE SECTORS		T2 RURAL ZONE		
NEW COMMUNITIES	S3 RESTRICTED GROWTH SECTORS	CLD CLUSTERED DEVELOPMENT CORRIDORS	T2 RURAL ZONE	BUILDING DISPOSITION	
			T3 SUB-URBAN ZONE		
			T4 GENERAL URBAN ZONE	BUILDING CONFIGURATION	
	S4 CONTROLLED GROWTH SECTORS	TND TRADITIONAL NEIGHBORHOOD DEVELOPMENT OR VILLAGES	T3 SUB-URBAN ZONE	BUILDING FUNCTION	
EXISTING COMMUNITIES			T4 GENERAL URBAN ZONE		
			T5 URBAN CENTER ZONE	PARKING STANDARDS	
	S5 INTENDED GROWTH SECTORS	RCD REGIONAL CENTERS	T4 GENERAL URBAN ZONE	ARCHITECTURAL STANDARDS	
			T5 URBAN CENTER ZONE		
OTHER			T6 URBAN CORE ZONE	ENVIRONMENTAL STANDARDS	
	S6 INFILL SECTORS	TND NEIGHBORHOOD OR URBAN VILLAGES	T3 SUB-URBAN ZONE	LANDSCAPE STANDARDS	
			T4 GENERAL URBAN ZONE		
			T5 URBAN CENTER ZONE	SIGNAGE STANDARDS	
			T4 GENERAL URBAN ZONE	AMBIENT STANDARDS	
			T5 URBAN CENTER ZONE		
			T6 URBAN CORE ZONE	VISIBILITY STANDARDS	
	S7 SPECIALIZED DISTRICTS		WARRANTS & EXCEPTIONS		
			CB CIVIC BUILDING		
			CS CIVIC SPACE		

SECTION 2: SECTOR-SCALE PLANS

2.1 INSTRUCTIONS

2.1.1 Sector Plans should be prepared by the [Planning Office] and consultants under its supervision in a process of public participation and approved by [The Legislative Body].

2.1.2 Sector Plans should integrate the largest practical geographic sector, overlapping property lines as necessary to achieve the ideal of a green infrastructure interspersed by urban communities.

2.1.3 [Use Geographic Information Systems (GIS) to] identify criteria listed in Section 2.3 to map the areas to be designated S1-Preserved Open Space Sectors. The outline of this Sector is effectively a permanent Rural Boundary Line (RBL). All other areas may qualify for development conditional to the requirements of this Code.

2.1.4 [Use GIS] to identify criteria listed in Section 2.4 to map the areas to be designated S2-Reserved Open Space Sector. Within this Sector an Urban Boundary Line (UBL) is adjustable as Community Plans are permitted.

2.1.5 [Use GIS] to identify and map the S6-Existing Urbanized Sectors as described in Section 2.8. These areas may be redeveloped according to Existing Community Plans (Section 4).

2.1.6 All remaining areas are available for development as New Community Plans (Section 3). Factoring the existing zoning, the sector transportation plans, parcel size and other criteria [determined through a process of public participation], these areas shall be assigned to one of the three Growth Sectors (S3, S4 and S5) described in Sections 2.5, 2.6 and 2.7. Within these Sectors, the corresponding Community Types of CLD, TND, and RCD, as set forth in Section 3, shall be permitted by right [while the (Existing Zoning Ordinance) and its permitting process remain as an option.]

2.1.7 Where transit service is planned or available, Regional Centers shall be re-designated a Transit-Oriented Developments (TOD).

2.1.8 Allocate those areas that are justified for specialized uses (those that cannot conform to one of the six Transect Zones specified by this code and described in Table 3) to Specialized Districts.

2.1.9 Establish and administer a system for the gradual Transfer of Development Rights (TDR) from the S2-Reserved Open Space Sectors to the S4 and S5 Growth Sectors. The TDRs are available to exceed the allocated densities of the New Communities (Section 3.5 and Table 19B). The TDR sending areas, the Reserve Sectors, thereby become part of the Preserve Sectors. [The TDR system may be carried out by the initiative of private-sector realtors for market-rate fees.] The [Planning Office] shall maintain a record of such transfers, updating the sector map accordingly.

2.2 SUCCESSION

2.2.1 [Twenty] years after the approval is granted, each Transect Zone, except the T1 Natural, shall be considered for rezoning to the successional (next higher) Transect Zone through public hearing by the [Legislative Body].

2.3 (S1) PRESERVE OPEN SPACE SECTOR

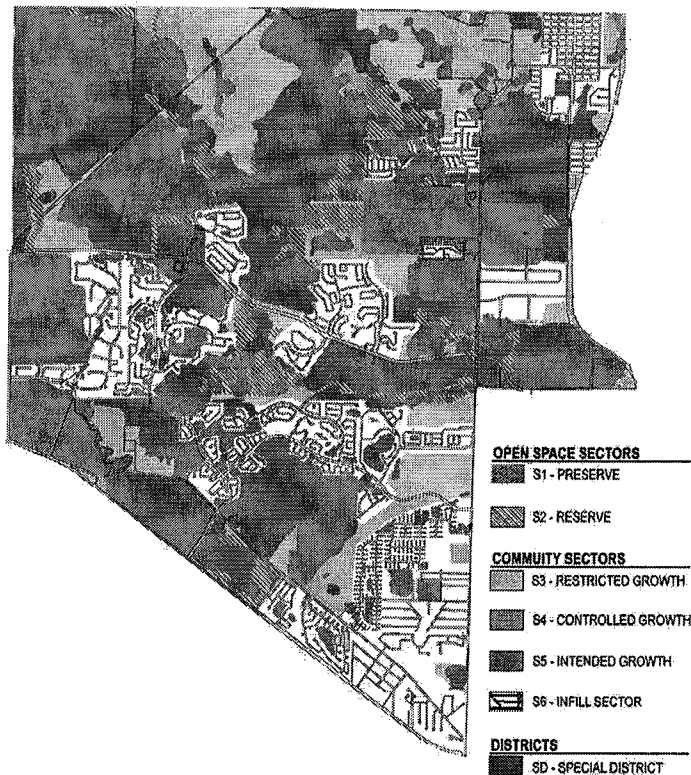
2.3.1 The Preserve Sector shall consist of open space that is protected from development in perpetuity. The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by past sale of development rights.

2.3.2 The Preserve Sector shall consist of the aggregate of the following categories:

- Surface Waterbodies
- Protected Wetlands
- Protected Habitat
- Riparian Corridors
- Purchased Open Space
- Conservation Easements
- Transportation Corridors
- Residual to Cluster Open Space (CLD)
- [Other Categories]

2.3.3 Development and construction within the Preserve Sector and the specifications required to do so shall be determined on an individual project basis in public hearing of the [Legislative Body].

SAMPLE SECTOR PLAN



2.3.4 The outlines of the Preserve Sector shall be considered the permanent Rural Boundary Line (RBL).

2.4 (S2) RESERVED OPEN SPACE SECTOR

2.4.1 The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development by the Urban Boundary Line.

2.4.2 The Reserve Sector consists of the aggregate of the following categories:

- Flood Plain
- Steep Slopes
- Open Space to be Acquired
- Corridors to be Acquired
- Buffers to be Acquired
- Legacy Woodland
- Legacy Farmland
- Legacy Viewsheds
- Other Categories

2.4.3 The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Communities in the four Growth Sectors. The TDRs shall be available to be used to exceed the allocated densities of the New Communities (Sections 3.5 and Table 19B). Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector.

2.4.4 Within the Reserve Sector, the Urban Growth Boundary (UGB) is subject to adjustment as New Community Plans are permitted.

2.5 (S3) RESTRICTED GROWTH SECTOR

2.5.1 The Restricted Sector shall be assigned to areas that have value as open space but that are nevertheless subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.

2.5.2 Within the Restricted Sector, Cluster Land Development (CLD) shall be permitted by right. CLDs consist of no more than one Standard Pedestrian Shed with a high portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 3.3.1. [The term "Hamlet" may be substituted for "Cluster" or "Conservation Land Development."]

2.6 (S4) CONTROLLED GROWTH SECTOR

2.6.1 The Controlled Growth Sector shall be assigned to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.

2.6.2 Within the Controlled Growth Sector, Traditional Neighborhood Developments (TND) shall be permitted by right. TNDs consist of one or several Standard Pedestrian Sheds as specified in Section 3.3.2. [The term "Village" may be substituted for "Traditional Neighborhood Development (TND)."]

2.7 (S5) INTENDED GROWTH SECTOR

2.7.1 The Intended Growth Sector shall be assigned to those locations planned [by the MPO] for high-capacity thoroughfares (or transit) that can thereby support a substantial commercial program.

2.7.2 Within the Intended Growth Sector, communities in the pattern of Regional Center Development (RCD) shall be permitted by right. Regional Centers consist of one Long Pedestrian Shed as specified in Section 3.3.3. Additional TNDs may adjoin a Regional Center without buffer requirements.

2.7.3 Regional Center locations are accessible to available or planned [by the MPO] bus or rail transit, shall be designated Transit-Oriented Developments (TOD).

2.8 (S6) INFILL GROWTH SECTOR

2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of TNDs or RCDs. [Such areas may include conventional suburban developments, greyfield and brownfield sites, and historic urban areas.]

2.9 (SD) SPECIALIZED DISTRICT

2.9.1 District designations shall be assigned to areas that, by their intrinsic function, cannot contribute to one of the Community Types specified in this Section.

2.9.2 For Districts, the provisions of the [Existing Zoning Ordinance] remain applicable. Alternatively, the conditions of development shall be determined in public hearing of the [Legislative Body].

2.9.3 The standards determined for specialized districts shall be recorded on Table 20.

SECTION 3: NEW COMMUNITY-SCALE PLANS

3.1 INSTRUCTIONS

- 3.1.1 Section 3 is available [as an optional overlay] by right. [The (Existing Zoning Ordinance) remains available by right.] This Code shall be applied in its entirety or not at all.
- 3.1.2 Incentives for the use of this overlay are listed in Section 1.6.
- 3.1.3 New Community plans may be prepared by a property owner, a developer, or by the [Planning Office].
- 3.1.4 New Communities of the types corresponding to their Sectors and planned according to the provisions of this Code shall be approved administratively by the Consolidated Review Committee (CRC). For Existing Community Sectors see Section 4.
- 3.1.5 The property owner or the developer may request a New Community designation other than the one that is allowed by the Sector, through rezoning by the [Legislative Body].
- 3.1.6 The three Growth Sectors (described in Section 2 and Table 4) designate the potential geographic locations of three types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND), Regional Centers & Downtowns (RCD) or Transit-Oriented Development (TOD). These communities are prescribed in Section 3.3.
- 3.1.7 Consult surveys of existing conditions showing the site, adjacent developments, connecting thoroughfares, natural features and man-made traces. The design of the Community Plan shall respond to these existing conditions to the satisfaction of the CRC.
- 3.1.8 Each Community Plan, according to its type, and responding to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 3.3.
- 3.1.9 Allocate the T-Zones and densities as specified in Sections 3.2 and Tables 6 and 19, while accommodating the environmental requirements as specified in Section 3.5.
- 3.1.10 Remnants of the site outside the Pedestrian Sheds may be Warranted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or Civic Open Space.
- 3.1.11 Lay out the thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
- 3.1.12 Provide the civic requirements according to Section 3.7.
- 3.1.13 Detail the plan using the special requirements described in Section 3.8.
- 3.1.14 Incorporate the incentives available according to Section 1.6.
- 3.1.15 Prepare a set of building standards based on Section 5, [to be administered by a private Community Council created for this purpose].

3.2 TRANSECT ZONES

- 3.2.1 Transect Zones shall be constituted of the elements described in Tables 3 and 5 and the standards summarized in Table 19.

3.3 COMMUNITY TYPES

3.3.1 Clustered Land Development (CLD)

- a. Clusters shall be permitted by right within the S3, Restricted Growth Sector and by Exception within S2 Reserved Open Space Sector.
- b. A Cluster shall consist of no more than one Standard Pedestrian Shed, including T2, T3 and T4 zones as specified in Table 19A. However, a minimum of 50 percent of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).
- c. The urbanized area of a CLD shall consist of the Transect Zone requirements of a CLD as specified in Table 19A.

3.3.2 Traditional Neighborhood Development (TND)

- a. Neighborhoods, as well as Clusters, shall be permitted by right within S4, the Controlled Growth Sector.
- b. The minimum developable area of a site to be planned as a TND shall be 80 acres. The simultaneous planning of adjacent parcels is encouraged.
- c. A TND is one Standard Pedestrian Shed including including T3, T4 and T5 zones as specified in Table 19A. Larger sites shall be designed and developed as multiple contiguous Pedestrian Sheds, each with the individual Transect Zone requirements of a TND as specified in Table 19A.

3.3.3 Regional Center Development (RCD)

- a. Regional Centers shall be permitted by right within S5, the Intended Growth Sector.
- b. The minimum developable area of a site to be planned as an RCD shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
- c. A Regional Center shall be limited to one Long (1/2-mile radius) Pedestrian Shed including T4, T5

and T6 zones as specified in Table 19A and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of an RCD as specified in Table 19A.

3.3.4 Transit-Oriented Development (TOD)

- a. Regional Centers that are on an existing or projected transit network shall be redesignated TOD and subject to the additional density shown in Table 19A and calculated in Section 3.4.

3.4 DENSITY CALCULATIONS

3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 19A.

3.4.2 The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 19B. For purposes of density calculation, the Transect Zone Areas include the thoroughfares but not land allocated to Civic use.

3.4.3 [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Table 19B. (Fifteen percent (15 percent) of the increase by TDR purchase shall be in the Affordable Housing range.)

3.4.4 The resulting density is calculated in housing units. Between 20 and 50 percent of the housing units shall be exchanged for other functions at the following rates:

- a. For Lodging: [2] bedrooms for each unit of Overall Density.
- b. For Office or Retail: [1,000] square feet for each unit of Overall Density.
- c. The number of units exchanged shall be approved by Warrant.
- 3.4.5 The housing and other functions for each zone shall be further adjusted at the building scale according to Section 5.2.3.

3.5 ENVIRONMENTAL REQUIREMENTS

3.5.1 General

a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).

b. There shall be three classes of Waterways: Class I Perennial, Class II Intermittent, and Class III Ephemeral, each generating a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.

c. There shall be three classes of Wetland: Class I Connected, Class II Isolated, and Class III Xeric, each subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.

3.5.2 Specific to Natural and Rural Zones (T1-T2)

a. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to Local, State and Federal guidelines.

b. The Riparian Corridors of Class I and II Waterways shall be [300] feet in width each side, and Class III Waterways shall be [100] feet in width each side. Riparian Corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.

c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [100] feet for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.

d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).

e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 19F.

f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.3 Specific to Sub-urban Zones (T3)

a. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to Local, State and Federal guidelines.

b. The Riparian Corridors of Classes I and II Waterways shall be [100] feet in width. These Riparian Corridors shall be maintained free of structures, except that

Thoroughfare crossings may be allowed by Warrant. Class III Waterways may be modified by Warrant.

c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [50] feet for Class I and II Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Exception.

d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).

e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 19F.

f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.4 Specific to General Urban Zones (T4)

a. Within T4 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination for modification and mitigation shall be made by Warrant.

b. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.

c. Class I and II Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Warrant.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in a regularly-spaced alley pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 19F.

f. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lots.

3.5.5 Specific to Urban Center Zones (T5)

a. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination shall be made by Warrant.

b. The Riparian Corridors of all classes of Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.

c. Class I and II Wetlands may be modified if mitigated off-site at a two to one ratio. Thoroughfare crossings shall be allowed by Right.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories, but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

e. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 19F.

f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot.

3.5.6 Specific to Urban Core Zones (T6)

a. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made by Warrant.

b. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.

c. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with

CONTINUED ON NEXT PAGE

SECTION 3: NEW COMMUNITY-SCALE PLANS CONTINUED

shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The new landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 19F.

f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot.

3.6 STREETSCAPE REQUIREMENTS

3.6.1 General

a. The thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

b. The thoroughfares consist of vehicular lanes and public frontages (Table 11A). The lanes provide the traffic and parking capacity. They consist of vehicular lanes in a variety of widths for parked and for moving vehicles. The frontages contribute to the character of the Transect Zone. They include the types of sidewalk, curbing, planter, and street tree.

c. Thoroughfares shall be designed for capacity and modified according to the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the trajectory [alignment] of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.

d. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.

e. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

3.6.2 Thoroughfares

a. The standards for vehicular lanes shall be as shown in Table 10.

b. The thoroughfare network shall be designed to define blocks not exceeding the average size prescribed in Table 19C. The size shall be measured as the sum of lot frontage lines.

c. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only when Warranted by natural site conditions.

d. Lots shall enfront a vehicular Thoroughfare, except that 20 percent of the lots within each Transect Zone may enfront a pedestrian passage.

e. Thoroughfares along a designated Secondary Grid (Section 3.8.1a) may be exempted from the specified frontage requirements.

f. A bicycle network consisting of trails, routes and lanes should be provided throughout as defined in Section 7.1 and allocated in Table 19D. The community bicycle network should be connected to existing or proposed sector networks wherever possible.

3.6.3 Public Frontages

a. Public frontages shall be designed as shown in Table 8 and allocated within Transect Zones as specified in Table 19D.

b. Within the public frontages, the prescribed type of street trees and street lights shall be as shown in Table 8, 15 and 16. The spacing may be adjusted by Warrant to accommodate specific site conditions, such as building entrances.

3.6.4 Specific to Districts

a. The standards for thoroughfares and public frontages within districts shall be determined by Warrant.

3.7 CIVIC REQUIREMENTS

3.7.1 General

a. Certain places for public use shall be required for each community and designated on the Community Plans as Civic Space Zones (CS) and Civic Building Zones (CB).

b. Civic Space Overlay Zones are public sites permanently dedicated to open space.

c. Civic Building Overlay Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by the [Legislative Body].

d. [The ongoing construction and improvement of the required Civic Spaces and Buildings should be supported by an annual assessment dedicated to this

purpose and administered by a [Community Council] established by the developer under [State Association Law].

3.7.2 Civic Space (CS) Specific to T3-T6 Zones

a. Each Pedestrian Shed shall assign at least 5 percent of its urbanized area to Civic Space Zones.

b. Civic Spaces shall be designed as generally described in Table 18 and approved by the CRC and allocated to zones as described in Table 19E.

c. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances Warrant it.

d. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided.

e. Each Civic Space shall have a minimum of 50 percent of its perimeter enfronting a Thoroughfare.

f. Civic Spaces may be permitted within Districts by Warrant.

3.7.3 Civic Building Zones (CB) Specific to T3-T6 Zones

a. The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.

b. One Civic Building lot shall be reserved for an elementary school. Its area shall be [1 acre] for each increment of [100] dwelling units provided by the Community Plan. The school site may be within any Zone. The playing fields should be outside the Pedestrian Shed.

c. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer [or the Community Council] may organize, fund and construct an appropriate building as the need arises.

d. Civic Building sites shall not occupy more than 20 percent of the area of each Pedestrian Shed.

e. Civic Building sites should be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.

f. Civic Buildings shall not be subject to the standards of Section 5. The particulars of the design of Civic Buildings shall be approved by Warrant by the CRC.

g. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

h. Civic Buildings may be permitted within Districts

by Exception.

3.7.4 Civic Zones Specific to T1 & T2

a. Civic buildings and spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Exception.

b. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Space Zone and should conform to one or more of the types specified in Table 18.

3.8 SPECIAL REQUIREMENTS

3.8.1 A Community Plan may designate the following special requirements:

a. A differentiation of the Thoroughfares as a Primary-Grid and a Secondary-Grid. Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Exceptions allowing automobile-oriented standards. The frontages assigned to the S-Grid shall not exceed 30 percent of the total length within a Pedestrian Shed.

b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70 percent glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.

c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.

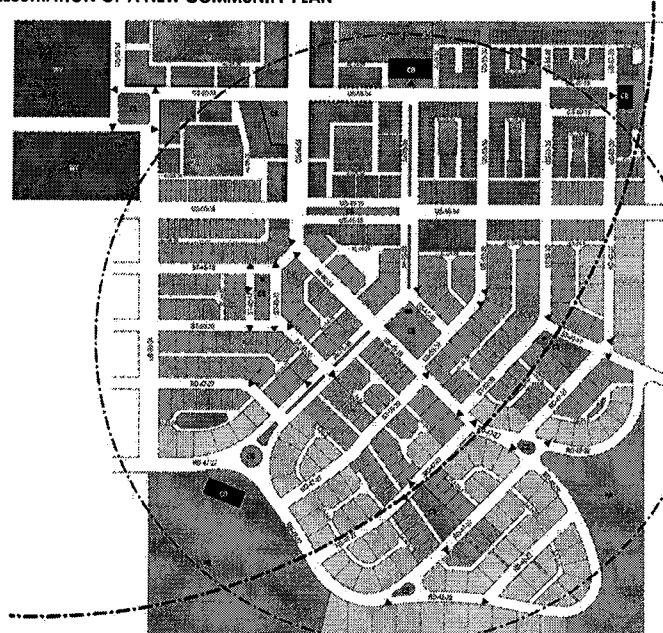
d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.

e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.

f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.

g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with [Municipal Preservation Standards and Protocols].

ILLUSTRATION OF A NEW COMMUNITY PLAN



CONTEXT ZONES

- T1 - URBAN CORE ZONE
- T3 - URBAN CENTER ZONE
- T4 - GENERAL URBAN ZONE

OTHER ZONES

- DA - DISTRICT BY ASSIGNMENT
- VAW - VARIANCE
- VE - EXCEPTIONAL VARIANCE

REQUIREMENTS

- LONG PEDSHED (10 MIN. WALK)
- STANDARD PEDSHED (5 MIN. WALK)
- THOROUGHFARE TYPE

SECTION 5: PREPARING SITE AND BUILDING-SCALE PLANS

5.2 GENERAL TO ALL ZONES

5.2.1 General Building Disposition

- Newly platted lots shall be dimensioned as shown graphically on the Community Plan or as described in Table 1.1. Previously platted lots may be re-platted to comply with the standards of Table 1.1.
- Buildings shall be generally disposed in relation to the boundaries of their lots. For precise location of the building see Paragraphs 6.1.1.1 and 6.1.1.2.
- One principal building at the frontage and one outbuilding at the rear of it may be built on each lot.
- Lot coverage by building shall not exceed that shown in Table 1.1.
- Facades shall be built parallel to the principal frontage line. If straight, Facades shall be built along, or on a line tangent to, a curved frontage line. Lots shall have their principal frontage determined by the [Planning Office].
- Setbacks for principal buildings shall be as shown in Paragraph 6.1.1.7. In the case of an existing lot, setbacks shall match one or the other of the existing adjacent setbacks. Setbacks may be otherwise adjusted by Warrant.
- Rear setbacks for outbuildings shall be a minimum of 13 feet measured from the centerline of the alley or rear lane. In the absence of rear alley or lane, the rear setback shall be as shown in Paragraph 6.1.1.7.
- Stoops, balconies, awnings and bay windows may encroach into any setback as approved by Warrant.
- Open porches may encroach up to 50 percent of the depth of the required setback.
- Loading docks and service areas shall be permitted on frontages only by Exception. Awnings may encroach the public sidewalk without limit.
- [For Buildings on S-Grids, the disposition requirements shall be developed and approved by Exception.]

5.2.2 General Building Configuration

- Frontage types shall be as allocated and as described in Section 6.2 and summarized in Paragraph 6.1.1.10.
- Building heights shall be as described and illustrated in Section 6.3 and summarized in Paragraph 6.1.1.10.

5.2.3 General Building Function

- Buildings in each Context Zone may be dedicated to functions described in Sections 6.4 and 6.6. Functions not shown require approval by Warrant.
- The Functions specified in Section 6.4 shall be as limited in intensity by the Required Parking (6.5.1). This constitutes the base intensity. Functions not limited in intensity by parking shall be limited by Warrant.
- The base intensity may be adjusted upward by adding the actual parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Section 6.5). The result shall be the parking available for calculating Adjusted Intensity.
- [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Paragraph 6.1.1.2.b. Fifteen percent of the increase by TDR purchase shall be in the Affordable Housing range.]
- Within the Long Pedestrian Shed of a TOD, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of 30 percent.

5.2.4 General Parking Standards

- Vehicular parking shall be provided as required and adjusted [Section 6.5].
- Parking shall be accessed by alley or rear lane, when available on the Community Plan.
- On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the lot.
- The required parking may be provided within a five-minute (1/4-mile) radius of the site which it serves by Exception. The required parking [may] be purchased or leased from a Civic Parking Reserve.
- Parking shall be located within Layers as described in the Specific Zones of this Section and illustrated in Paragraph 7.4.5.
- Parking lots shall be masked from the frontage by a Liner Building, a streetwall and/or a hedge as specified in the Specific Zones of this Section.
- One bike rack space shall be provided for every 10 vehicular parking spaces.

5.2.5 General Architectural Standards

- Building wall materials must be combined on each facade horizontally, heavier generally below lighter.
- Streetwalls shall be made to match the facade of the principal building as shown in Table 1.1c.
- Windows shall use clear glass panels.
- All openings including porches, galleries, arcades and windows, with the exception of storefronts, shall be [square or vertical] in proportion.
- Openings above the first story shall not exceed 50 percent of the building wall area, with each facade calculated independently.
- Detail facades on retail frontages as storefronts and glaze at no less than 70 percent that level.
- Doors and windows that operate as sliders are prohibited along frontages.
- Pitched roofs, if provided, shall be symmetrically sloped no less than [5:12], except that porches may be attached sheds with slopes no less than [2:12].
- Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required, to conceal mechanical equipment to the satisfaction of the [CRC].

5.2.6 General Environmental Standards

- Context Zones manifest a range of responses to natural and urban conditions. In case of conflict, the green infrastructure shall have priority in the more rural zones (T3-T5); the urban fabric shall have priority in the more urban zones (T4-T6) as detailed in the specific zones as detailed in Sections 5.3 and following.

5.2.7 General Landscape Standards

- A minimum of one tree to match the species of street trees on the enfronting streetscape shall be planted within private frontage for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.

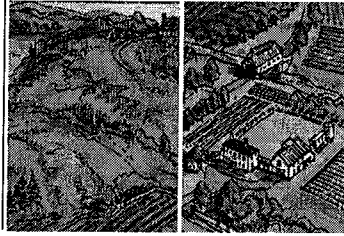
5.2.8 General Signage Standards

- One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance, or at a mailbox.
- One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 3 square feet unless otherwise specified for the specific zone.
- Signage may be externally lit with full-spectrum bulbs unless otherwise specified.

5.2.9 General Ambient Standards (See full SmartCode.)

5.2.10 General Visibility Standards (See full SmartCode.)

5.3 SPECIFIC TO NATURAL (T1) & RURAL (T2)



- Buildings shall be generally forbidden. Permission to build and the standards for disposition, configuration, function, parking, architectural, environmental, ambient and visibility shall be determined concurrently as Exceptions, in a public hearing of the [Legislative Body].

5.4 SPECIFIC TO SUB-URBAN (T3)



5.4.1 (T3) Building Disposition

- In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.1.1.11 or 6.1.1.2.

5.4.2 (T3) Building Configuration

- In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.1.1.8, 6.1.1.9 and 6.1.1.10.
- Agricultural uses shall be permitted by Warrant.

5.4.3 (T3) Building Function

- In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.1.1.11.

5.4.4 (T3) Parking Standards

- In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
- Open parking areas shall be located at the Second and Third Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
- Parking may be accessed from the frontage by a driveway.

5.4.5 (T3) Architectural Standards

- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
 - The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco].
 - Balconies and porches shall be made of [painted wood].
 - Buildings shall have [sloped] roofs.
 - Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other layers may be of painted wood board [or coated chain link].

5.4.6 (T3) Environmental Standards

- In addition to the general specifications shown in Paragraph 5.2.6, the landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- The Private Frontage (Section 6.2) shall consist of tree clusters of various species, naturalistically clustered, as well as low maintenance understory. Lawn shall be permitted only by Warrant.
- Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Paragraph 6.1.1.6.
- The management of storm water shall be primarily through retention and percolation on the individual lot.

5.4.7 (T3) Landscape Standards

- There shall be no requirements additional to those specified in Paragraph 5.2.7.

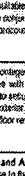
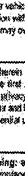
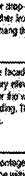

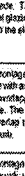
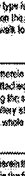
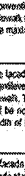
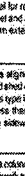








5.4.8 (T3) Signage Standards

- There shall be no signage permitted additional to that specified in Paragraph 5.2.8.
- Signage may not be lit.



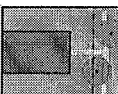




5.5 SPECIFIC TO GENERAL URBAN (T4)	5.6 SPECIFIC TO URBAN CENTER (T5)	5.7 SPECIFIC TO URBAN CORE (T6)
		
5.5.1 (T4) Building Disposition a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11, 6.11.1 and 6.11.2.	5.5.1 (T5) Building Disposition a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11, 6.11.1 and 6.11.2. b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of a building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade. c. Buildings shall have their principal pedestrian entrances on a frontage line.	5.7.1 (T6) Building Disposition a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11 and 6.11.2. b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade. c. Buildings shall have their principal pedestrian entrances on a frontage line.
5.5.2 (T4) Building Configuration a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.11.8, 6.11.9 and 6.11.10.	5.5.2 (T5) Building Configuration a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, summarized in Sections 6.11.8, 6.11.9, and 6.11.10. b. Buildings with a first level residential or lodging function shall be raised a minimum of 2 feet from sidewalk grade.	5.7.2 (T6) Building Configuration a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, and summarized in Sections 6.11.8, 6.11.9, and 6.11.10. b. Buildings with a first level residential use shall be raised a minimum of 2 feet from average sidewalk grade.
5.5.3 (T4) Building Function a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11. b. Accessory uses of Limited Lodging or Limited Office shall also be permitted within an outbuilding.	5.5.3 (T5) Building Function a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11. b. Ground floor commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages. c. Manufacturing within the first story may be permitted by Exception.	5.7.3 (T6) Building Function a. In addition to the general specifications of Paragraph 5.2.3, specific building function may be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11. b. Ground floor commercial shall be permitted throughout and shall be required at mandatory shopfront frontages. c. Manufacturing within the first story shall be permitted by Exception.
5.5.4 (T4) Parking Standards a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5. b. All parking areas except for driveways shall be located at the Third Layer (Paragraph 7.4.5). Garages shall be at the Third Layer. c. Parking shall be accessed from a rear alley or rear lane.	5.5.4 (T5) Parking Standards a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5. b. All parking areas shall be located at the Third Layer and masked by a Streetwall or Liner Building. c. Parking shall be accessed from a rear alley. d. The required parking may be provided by warrant on sites elsewhere within the same Pedestrian Shed. e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building. f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.	5.7.4 (T6) Parking Standards a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5. b. All parking areas shall be located at the Third Layer and masked by a Streetwall or Liner Building. c. Parking shall be accessed from a rear alley. d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant. e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building. f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.
5.5.5 (T4) Architectural Standards In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows: a. The exterior finish materials on all facades shall be limited to [brick, clapboard, siding and/or stucco]. b. Balconies and porches shall be made of painted wood or metal. c. Buildings shall have sloped roofs. d. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other Layers may be of painted wood board or chain link.	5.5.5 (T5) Architectural Standards In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows: a. The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco]. b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal. c. Buildings may have flat roofs enclosed by parapets or sloped roofs. d. Streetwalls shall be located at the First Layer along the building frontage line.	5.7.5 (T6) Architectural Standards In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows: a. The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco]. b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal. c. Buildings may have flat roofs enclosed by parapets or sloped roofs. d. Streetwalls shall be located at the First Layer along the building frontage line.
5.5.6 (T4) Environmental Standards a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction. b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of single or alternated species with shade canopies of a diameter that, at maturity, remain clear of building frontages. c. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Paragraph 6.11.6. d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.	5.5.6 (T5) Environmental Standards a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction. b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages. c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Paragraph 6.11.6. d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.	5.7.6 (T6) Environmental Standards a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction. b. The private frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages. c. Impermeable surface by building shall be confined to ratio of lot coverage by building shown in Paragraph 6.11.6. d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.
5.5.7 (T4) Landscape Standards a. There shall be no requirements additional to those specified in Paragraph 5.2.7.	5.5.7 (T5) Landscape Standards a. In addition to those requirements specified in Paragraph 5.2.7, the First Layer (Paragraph 7.4.5) shall be landscaped or paved to match the fronting Public Frontage as defined in Section 6.9.	5.7.7 (T6) Landscape Standards a. In addition to those requirements specified in Paragraph 5.2.7, the First Layer shall be landscaped or paved to match the fronting streetscape. b. Trees shall not be required in the First Layer.
5.5.8 (T4) Signage Standards a. There shall be no signage permitted additional to that specified in Paragraph 5.2.8.	5.5.8 (T5) Signage Standards a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length. b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade. c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.	5.7.8 (T6) Signage Standards a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length. b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade. c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

[illegible]

Table 7: The private frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 8 is diagrammed in Table 11A.

	SECTION		PLAN	
	PRIVATE FRONTAGE	PUBLIC FRONTAGE	PRIVATE FRONTAGE	PUBLIC FRONTAGE
a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains uniform and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from any higher speed thoroughfares.				
b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard. The porch shall be no less than 8 feet deep.				
c. Terrace or Light Court: a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.				
d. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-off. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalk.				
e. Sloop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure a gallery for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.				
f. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a maximum glazing on the sidewalk level and an awning that may overhang the sidewalk to the maximum extent possible.				
g. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached unpermitted shed or a lightweight colonnade overtopping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the sidewalk to the sidewalk to within 2 feet of the curb.				
h. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.				

RURAL ZONES						URBAN ZONES								
T1 NATURAL	T2 RURAL	T3 SUB-URBAN	T4 GENERAL URBAN	T5 URBAN CENTER	T6 URBAN CORE									
						PREFORME	LESS DENSITY LARGER BLOCKS PRIMARILY RESIDENTIAL SMALLER BUILDINGS MORE GREENSPACE DETACHED BUILDINGS SEPARATE FRONTAGES YARDS & PORCHES DEEP SETBACKS ARTICULATED MASSING WOODEN BALCONIES GENERALLY PITCHED ROOFS SMALL YARD SPACES LIVESTOCK	SOCRE DENSITY SMALLER BLOCKS PRIMARLY MIXED-USE LARGER BUILDINGS MORE HARDSCAPE ATTACHED BUILDINGS ALIGNED FRONTAGE STORES & SHOWFRONTS SHALLOW SETBACKS SIMPLE MASSING BALCONY BUILDINGS GENERALLY FLAT ROOFS BUILDING MOUNTED SIGNS DOMESTIC ANIMALS						
						PUBLIC	POWERS & LINES MARKET PLAZA HIGH LOW STANDARDS OPPORTUNISTIC PARKING LAMMER CURB RADII OPEN SWALES NIGHT SKY MIXED TREE CLUSTERS MORE SERVICE REQUIRED	STREET & ALLEYS THICK SIDEWAYS LOW LOW STANDARDS DEDICATED PARKING SMALL FRI CURB RADII PAVED CUBBS BRIGHT LIGHTING ALIGND STREET TREES MORE NOSES ALLOWED						
						CITYC	LOCAL GATHERING PLACES PARKS & GREENS	REGIONAL INSTITUTIONS PLAZAS & SQUARES						

		PLAN	
		LOT	R.O.W.
		PRIVATE FRONTAGE - PUBLIC FRONTAGE	
<p>e. (HW) For Highways: This frontage has open areas drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>			T1 T2 T3
<p>b. (RR) For Rural Roads: This frontage has open areas drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters.</p>			T1 T2 T3
<p>c. (SR) For Standard Roads: This frontage has open areas drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>			T3 T4
<p>d. (RS) For Residential Street: This frontage has raised curbs drained by inlets and minor sidewalks separated from the vehicular lanes by a wide continuous planter with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>			T3 T4
<p>e. (SS) (AV) For Standard Streets or Avenues: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>			T5 T6
<p>f. (CS) (AV) For Commercial Streets or Avenues: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate inlets with grasses and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.</p>			T5 T6
<p>g. (BV) For Boulevards: This frontage has slip roads on both sides. It consists of raised curbs aligned by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double row of a single tree species aligned in a regularly spaced alley.</p>			T3 T4 T5 T6

R U R A L I N F I T R A N S E C T I O N															
TRANSECT ZONE		T1	T2	T3	T1	T2	T3	T3	T4	T4	T5	T5	T6	T5	T6
Type		HV & RR			RR & SR			RS		RS-S&AV		R&CS-AV-SV		CS-AV-SV	
a. Assembly:	The principal variables are the type and dimension of curbs, walkways, planters and landscape.														
Total Width		16-24 feet			12-24 feet			12-18 feet		12-18 feet		16-24 feet		16-20 feet	
b. Curb:	The detailing of the edge of the vehicular pavement, incorporating drainage.														
Type		Open curb			Open curb			Raised curb		Raised curb		Raised curb		Raised curb	
Radius		10-30 feet			10-30 feet			8'-20 feet		8'-20 feet		8'-20 feet		8'-20 feet	
c. Walkway:	The pavement dedicated exclusively to pedestrian activity.														
Type		Paved sidewalk			Paved sidewalk			Sidewalk		Sidewalk		Sidewalk		Sidewalk	
Width		6-8			6-8 feet			4-6 feet		4-6 feet		12-15 feet		12-30 feet	
d. Planter:	The layer which accommodates street trees and other landscape.														
Arrangement		Clustered			Clustered			Regular		Regular		Regular		Organic	
Species		Mixtures			Mixtures			Alternatives		Alternatives		Alternatives		Single	
Planter Type		Continuous walls			Continuous walls			Continuous planter		Continuous planter		Continuous planter		Tree wall	
Planter Width		3 feet-10 feet			3 feet-10 feet			6 feet-12 feet		6 feet-12 feet		4 feet-6 feet		4 feet-6 feet	

TABLE 10B: The design ADT (average daily traffic) is the determinant for each of these sections.

The figure consists of five sub-diagrams labeled T2, T3, T4, T5, and T6, illustrating the construction of a fuzzy membership function for 'Max. height'.

- T2** and **T3** show the initial fuzzy rules. In T2, a fuzzy membership function is defined by the rule $\text{Int} = \text{R.O.K.}$ with a 'Max. height' value. In T3, another fuzzy membership function is defined by the rule $\text{Int} = \text{R.O.K.}$ with a 'Max. height' value.
- T4** shows the intersection of the fuzzy rules from T2 and T3, resulting in a single fuzzy membership function.
- T5** shows the union of the fuzzy membership function from T4 with a previous rule, resulting in a single fuzzy membership function.
- T6** shows the final fuzzy membership function for 'Max. height'.

PARKING Design AADT Minimum Crossing Orange Street	 10' P 10' Median 10' P 30' Total	 10' P 10' Median 10' P 30' Total	 10' P 10' Median 10' P 30' Total	 10' P 10' Median 10' P 30' Total
YIELD PARKING	T3 T4 10' P 10' Median 10' P 30' Total	T3 T4 10' P 10' Median 10' P 30' Total		
Design AADT Minimum Crossing Orange Street	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total		
PARKING ONE SIDE PARALLEL	T3 T4 10' P 10' Median 10' P 30' Total	T3 T4 10' P 10' Median 10' P 30' Total	T3 T6 10' P 10' Median 10' P 30' Total	T3 T6 10' P 10' Median 10' P 30' Total
Design AADT Minimum Crossing Orange Street	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total
PARKING BOTH SIDES PARALLEL	T4 10' P 10' Median 10' P 30' Total	T4 T5 T6 10' P 10' Median 10' P 30' Total	T5 T6 10' P 10' Median 10' P 30' Total	T5 T6 10' P 10' Median 10' P 30' Total
Design AADT Minimum Crossing Orange Street	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total
PARKING BOTH DIAGONAL	T5 T6 10' P 10' Median 10' P 30' Total	T5 T6 10' P 10' Median 10' P 30' Total	T5 T6 10' P 10' Median 10' P 30' Total	T5 T6 10' P 10' Median 10' P 30' Total
Design AADT Minimum Crossing Orange Street	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total	10' P 10' Median 10' P 30' Total
PARKING ON SLP ROAD	T4 T5 T6 10' P 10' Median 10' P 30' Total	T5 T		

DESIGN SPEED		TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph		8 feet	■	■	■	■	■	■
20-25 mph		9 feet	■	■	■	■	■	■
25-35 mph		10 feet	■	■	■	■	■	■
35-45 mph		11 feet	■	■	■	■	■	■
Above 45 mph		12 feet	■	■	■	■	■	■

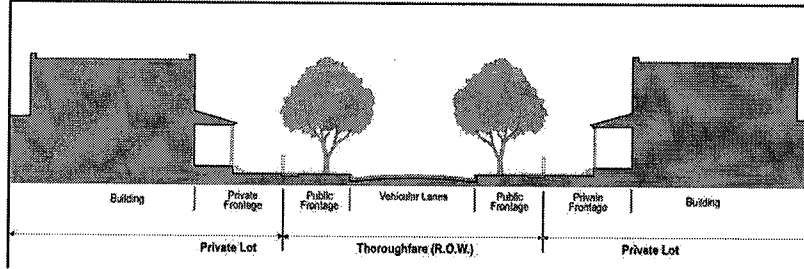
DESIGN SPEED		PARKING LANE WIDTH	T1	T2	T3	T4	T5	T6
20-25 mph	(Angle)	13 feet				■	■	■
20-25 mph	(Parallel)	7 feet				■	■	■
25-35 mph	(Parallel)	8 feet			■	■	■	■
Above 35 mph	(Parallel)	9 feet				■	■	■

DESIGN SPEED		EFFECTIVE TURNING RADIUS	(See Table 11b)					
Below 20 mph		5-10 feet			■	■	■	■
20-25 mph		10-15 feet	■	■	■	■	■	■
25-35 mph		15-20 feet	■	■	■	■	■	■
Above 35 mph		20-30 feet	■	■	■	■	■	■

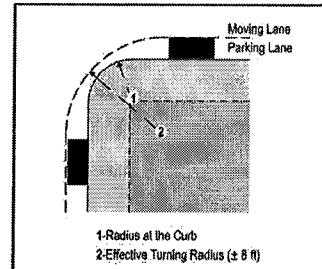
STANDARDS & TABLES

TABLE 11: EXPLANATORY DIAGRAMS

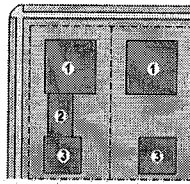
a. THOROUGHFARE & FRONTAGES



b. TURNING RADIUS

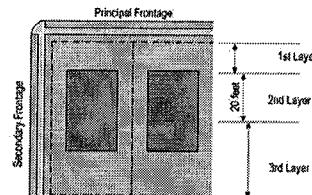


c. BUILDING DISPOSITION

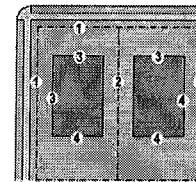


- 1- Principal Building
- 2- Backbuilding
- 3- Outbuilding

d. LOT LAYERS



e. FRONTAGE & LOT LINES



- 1-Frontage Line
- 2-Lot Line
- 3-Facades

TABLE 12: GENERAL FUNCTION

TABLE 12: Transect-based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all transect zones in the decension of restricted, limited and open. For greater precision describing the functions see Table 13.

	T2 T3	T4	T5 T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each lot is restricted to one within a principal building and one within an ancillary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the ancillary dwelling shall not exceed 500 square feet.	Limited Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Section 6.5).	Open Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standard (Section 6.5).
b. LODGING	Restricted Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The maximum length of stay shall not exceed ten days.
c. OFFICE	Restricted Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for retail use is restricted to one block corner location at the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood store or food service seating of no more than 20.	Limited Retail: The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net retail space.
e. CIVIC	See Table 13.	See Table 13.	See Table 13.
f. OTHER	See Table 13.	See Table 13.	See Table 13.

STANDARDS & TABLES

TABLE 13: SPECIFIC FUNCTION

Note: This table is derived from the American Planning Association's land-based classification standards.

		<ul style="list-style-type: none"> By Right By Exception 						
		T1	T2	T3	T4	T5	T6	SD
a. RESIDENTIAL								
Apartment building								
Row house								
Duplex house								
Sidelyard house								
Cottage								
House								
Estate house								
Accessory unit								
Manufactured house								
Temporary tent								
Live work unit								
b. LODGING								
Hotel (no room limit)								
Inn (up to 12 rooms)								
Inn (up to 5 rooms)								
S.R.O. hostel								
School dormitory								
c. OFFICE								
Office building								
Live-work unit								
d. RETAIL								
Open-market building								
Retail building								
Display gallery								
Restaurant								
Kiosk								
Push cart								
Liquor-selling establishment								
Adult entertainment								
e. CIVIC								
Bus shelter								
Convention center								
Conference center								
Exhibition center								
Fountain or public art								
Library								
Live theater								
Movie theater								
Museum								
Outdoor auditorium								
Parking structure								
Passenger terminal								
Playground								
Sports stadium								
Surface parking lot								
Religious assembly								
OTHER: AGRICULTURE								
Grain storage								
Livestock pen								
Greenhouse								
Stable								
Kennel								
OTHER: AUTOMOTIVE								
Gasoline station								
Automobile service								
Truck maintenance								
Drive-through facility								
Rest stop								
Roadside stand								
Billboard								
Shopping center								
Shopping mall								
OTHER: CIVIL SUPPORT								
Fire station								
Police station								
Cemetery								
Funeral home								
Hospital								
Medical clinic								
OTHER: EDUCATION								
College								
High school								
Trade school								
Elementary school								
Other childcare center								
OTHER: INDUSTRIAL								
Heavy industrial facility								
Light industrial facility								
Truck depot								
Laboratory facility								
Water supply facility								
Sewer and waste facility								
Electric substation								
Wireless transmitter								
Cremation facility								
Warehouse								
Produce storage								
Mini storage								

TABLE 14: PARKING STANDARDS

	REQUIRED PARKING (See Table 12)						SHARING FACTOR (see Section 5.2.4)	
	T2	T3	T4	T5	T6		Function	Function
RESIDENTIAL	2.0 / dwelling		1.5 / dwelling		1.0 / dwelling		RESIDENTIAL	RESIDENTIAL
LODGING	1.0 / bedroom		1.0 / bedroom		1.0 / bedroom		LODGING	LODGING
OFFICE	3.0 / 1000 sq. ft.		3.0 / 1000 sq. ft.		2.0 / 1000 sq. ft.		OFFICE	OFFICE
RETAIL	4.0 / 1000 sq. ft.		4.0 / 1000 sq. ft.		3.0 / 1000 sq. ft.		RETAIL	RETAIL
CIVIC	To be determined by warrant.							
OTHER	To be determined by warrant.							

Table 14: The Required Parking Table is a summary of the parking requirements that appear in Table 12. Note that density at the level of the individual site is controlled by the amount of parking provided. The Sharing Factor Table shows how the intensity of a function is adjusted. The sum of the parking provided for any two dissimilar functions (as proximity to be determined by warrant) is modified by the factor shown. For example: 10 residential parking spaces plus 10 office parking spaces are multiplied by the given factor of 1.4 to provide the equivalent of 28 shared parking spaces. This is then the basis of the density calculation for both.

STANDARDS & TABLES

TABLE 15: STREETLIGHT ILLUSTRATIONS

TABLE 15: Street lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the rural-to-urban transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company.























































	T1	T2	T3	T4	T5	T6	SD
Cobra Head 							
Pipe 							
Post 							
Column 							
Double Column 							

TABLE 16: STREET TREE ILLUSTRATIONS

TABLE 16: Street trees vary in their form and also in their suitability for urban use. The shape of the canopy must integrate with the degree of setback. In the rural-to-urban transect, a tree's performance regarding root pressure tolerance and other criteria would be specified by species available in the bioregion.

	T1	T2	T3	T4	T5	T6	SD
Palm 							
Oval 							
Ball 							
Pyramid 							
Umbrella 							
Vase 							

STANDARDS & TABLES

TABLE 17: BUILDING DISPOSITION

Building disposition approximates the location of the structure relative to the boundaries of each individual lot. This provides a rough approximation of appropriate building types for each T-zone.

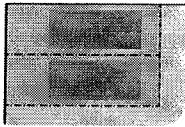
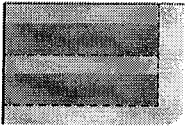
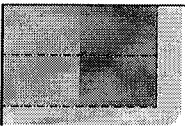
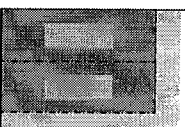
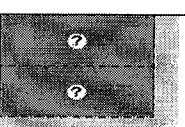


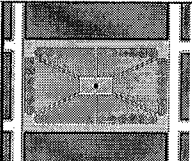
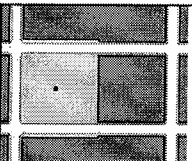
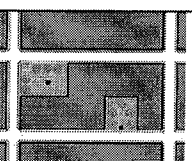
a. Edge Yard: A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.		T1 T2 T3 T4
b. Side Yard: A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits eylescopic climate orientation in response to the sun or the breeze.		T4 T5
c. Rear Yard: A building that occupies the full frontage, leaving the rear of the lot as the side yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.		T5 T6
d. Court Yard: A building that occupies the boundaries of its lot while internally defining one or more private paths. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, nesting them here all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.		T5 T6
e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption from disposition requirements.		SD

TABLE 18: CIVIC SPACE TYPES

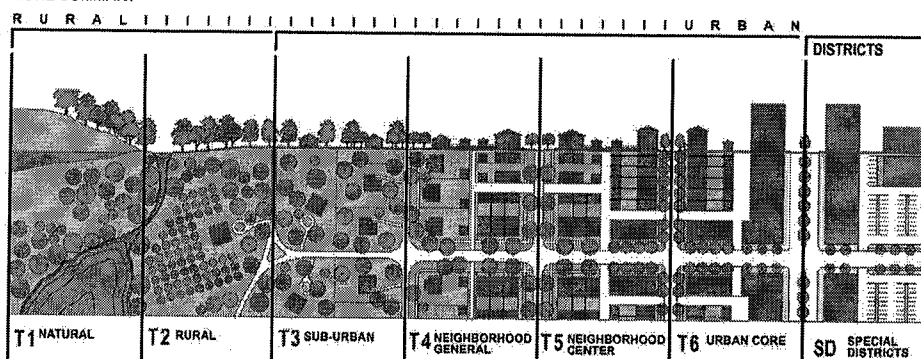
The intended types of civic space are diagrammed by this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.

a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelter, all naturalistically disposed. Parks may be linear, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrant as districts in all zones.		T1 T2 T3
b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres.		T3 T4 T5
c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres.		T4 T5 T6
d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres.		T5 T6
e. Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.		T1
		T2
		T3
		T4
		T5
		T6

STANDARDS & TABLES

TABLE 19: TRANSECT ZONE SUMMARY

Note: All requirements in this Table are subject to adjustment for local context.



A. ALLOCATION OF ZONES (see Section 3.1 and Table 6)

	no minimum	50 % min.	10 - 30 %	20 - 40 %	prohibited	(see Table 20)
CLD	no minimum		10 - 30 %	30 - 60 %	10 - 30 %	20 % max
TND	no minimum		prohibited	10 - 30 %	prohibited	
RCD	no minimum		prohibited	0 - 30 %	10 - 30 %	40 - 70 %
TOD	no minimum		prohibited	0 - 30 %	0 - 30 %	70 - 100 %

B. BASE RESIDENTIAL DENSITY (see Section 3.6)

	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross	by exception
By Right							
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross	
Other Functions	by exception		10 - 20 % min	20 - 30 % min	30 - 50 % min	50 - 70 % min	

C. BLOCK SIZE

Block Perimeter	no maximum	3000 ft. avg. max.	2400 ft. avg. max.	2000 ft. avg. max.	2000 ft. avg. max *	by exception
					* 3000 ft. max for blocks with parking structures	

D. PUBLIC FRONTAGES (see Table 8)

	permitted	prohibited	permitted	prohibited	permitted	prohibited	by exception
HW & RR							
BV	prohibited		permitted		prohibited		
SR	prohibited		permitted		prohibited		
RS	prohibited		permitted		prohibited		
SS & AV	prohibited		permitted		permitted		
OS & AV	prohibited		permitted		permitted		
Rear Lane	permitted		permitted		prohibited		
Rear Alley	prohibited		permitted	required			
Path	permitted				prohibited		
Passage	prohibited		permitted				
Bicycle Trail	permitted		permitted	prohibited *			
Bicycle Lane	permitted				prohibited		
Bicycle Route	permitted						

E. CIVIC SPACE (see Table 18)

permitted within Open Spaces (see section 6.10)

	permitted	prohibited	permitted	permitted	prohibited	by exception
Park						
Green	prohibited		permitted		prohibited	
Square	prohibited		permitted			
Plaza	prohibited			permitted		
Playground	permitted					

F. LOT OCCUPATION

Lot Area	by exception	min. 20 ac. avg.	5,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. min.	no min.	by exception
Lot Coverage	by exception	by variance	50% max	70% max	80% max	90% max	

G. BUILDING SETBACK

	by exception	32 ft. min.	24 ft. min.	12 ft. min. 24 ft. max	6 ft. min. 12 ft. max	0 ft. min. 12 ft. max	by exception
Front							
Side	by exception	100 ft. min.	6 ft. min.	12 ft. total min	0 ft. min. 24 ft. max	0 ft. min. 24 ft. max	
Rear	by exception	100 ft. min.	12 ft. min.	6 ft. min. *	6 ft. min. *	0 ft. min.	

H. BUILDING DISPOSITION (see Table 17)

* or 15 ft. from center line of alley

	permitted	prohibited	permitted	prohibited	by exception
Edgeyard					
Sitelyard	prohibited		permitted	prohibited	
Rearyard	prohibited		permitted		

I. PRIVATE FRONTAGES (see Table 7)

	not applicable	permitted	permitted	prohibited	prohibited	by exception
Common Yard						
Porch & Fence	not applicable	prohibited	permitted	prohibited		
Terrace or L.C.	not applicable	prohibited		permitted	prohibited	
Forecourt	not applicable	prohibited		permitted		
Stoop	not applicable	prohibited		permitted		
Shopfront & Awning	not applicable	prohibited		permitted		
Gallery	not applicable	prohibited		permitted		
Arcade	not applicable	prohibited		permitted		

J. BUILDING HEIGHT (see Table 9)

	not applicable	2 stories max.	3 stories max.	4 stories max., 2 min.	5 stories max.	by exception
Principal Building						
Outbuilding	not applicable	2 stories max.	2 stories max.	2 stories max.	not applicable	

K. BUILDING FUNCTION (see Tables 12 & 13)

	prohibited	restricted use	limited use	open use	by exception
Residential					
Lodging	prohibited	restricted use	limited use	open use	
Office	prohibited		restricted use	open use	
Retail	prohibited	restricted use	limited use	open use	

SECTIONS 4 & 5

SECTIONS 2 & 3

STANDARDS & TABLES

TABLE 20: SPECIAL DISTRICT SUMMARY

	DISTRICT SD1	DISTRICT SD2	DISTRICT SD3	DISTRICT SD4	DISTRICT SD5	DISTRICT SD6	DISTRICT SD7
A. ALLOCATION OF ZONES							
a. CLD / Cluster	X						
b. TND / Village	X						
c. TOD / Town	X						
B. BASE DENSITY ALLOCATION							
a. Housing By Right	X unit / X ac. avg						
b. Housing By TDR	X						
c. Other Functions	X						
C. BLOCK SIZE							
a. Block Perimeter	X						
D. PUBLIC FRONTAGE							
a. Rural Road	X						
b. Standard Road	X						
c. Residential Road	X						
d. Residential Street	X						
e. Standard Street	X						
f. Commercial Street	X						
g. Avenue	X						
h. Boulevard	X						
i. Rear Lane	X						
j. Rear Alley	X						
k. Path	X						
l. Passage	X						
m. Bicycle Trail	X						
n. Bicycle Lane	X						
o. Bicycle Route	X						
E. OPEN SPACE							
a. Park	X						
b. Green	X						
c. Square	X						
d. Plaza	X						
e. Playground	X						
F. LOT OCCUPATION							
a. Lot Area	X						
b. Lot Coverage	X						
G. BUILDING SETBACK							
a. Front	X						
b. Side	X						
c. Rear	X						
H. BUILDING DISPOSITION							
a. Edgeyard	X						
b. Sideyard	X						
c. Rearyard	X						
d. Courtyard	X						
I. PRIVATE FRONTAGE TYPE							
a. Common Lawn	X						
b. Porch & Fence	X						
c. Terrace	X						
d. Forecourt	X						
e. Shop	X						
f. Shopfront	X						
g. Gallery	X						
h. Arcade	X						
i. Parking Lot	X						
J. BUILDING HEIGHT							
a. Principal Building	X						
b. Outbuilding	X						
K. BUILDING FUNCTION							
a. Residential	X						
b. Lodging	X						
c. Office	X						
d. Retail	X						

DISPOSITION

CONFIGURATION

FUNCTION

DEFINITIONS OF TERMS

Affordable Housing: dwellings consisting of rental units or for-sale units. Both shall be economically within the means of the equivalent of the starting salary of a local elementary school teacher.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

Ancillary Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 11 and 14).

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Avenue (AV): a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

Backbuilding: a single-story structure connecting a principal building to an outbuilding (see Table 11).

Bicycle Lane (BL): a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping. This type is permitted within T1, T2, T3 and T4 Zones.

Bicycle Route (BR): a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds. This type is permitted within T3, T4, T5 and T6 Zones.

Bicycle Trail (BT): a bicycle way running independently of a high-speed vehicular thoroughfare. This type is permitted within T1, T2 and T3 Zones.

Block: the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

Boulevard (BV): a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

Brownfield: an area previously used primarily as an industrial site.

Building Disposition: the placement of a building on its lot (see Table 17).

Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 12 & 13).

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, bellies, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the fronting thoroughfare (see Table 9).

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

By Right Permit: a proposal for a building or community plan that complies with

this code and may thereby be processed administratively, without public hearing (see Variance).

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particulars of their design shall be determined by Exception.

Civic Parking Reserve: parking structure or lot within a quarter-mile of the site that it serves. Space may be leased or bought from this Reserve to satisfy parking requirements.

Civic Space: an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their fronting buildings. See Table 18.

Commercial: the term collectively defining workplace, office and retail functions.

Community Pattern: the physical form of a settlement. Variations are due to the particulars of the site, density, spatial definition program, transportation and implementation. Transect-based Community Patterns are socially and functionally variegated; they are walkable and manifest a gradient from urban to rural.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is composed of one representative from each of the regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Urban Design Center (see UDC). **Context:** surroundings made up of the particular combination of elements that create specific habitat. **Corridor:** a lined geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lined urban Transect Zone.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios. This type is able to shield the private realm while strongly defining the public thoroughfare. Because of its ability to mask incompatible activities, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 8).

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.5).

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Developable areas: residual to the Preserved Open Space Sector.

District: see Specialized District.

Driveway: a vehicular lane within a lot, usually leading to a garage. A Driveway in the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of

a parking lot.

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the sideyards weaken the spatial definition of the public thoroughfare. The front yard should be visually continuous with those of adjacent buildings. The rear yard can be secured for privacy by fences and a backbuilding and/or outbuilding.

Elevation: the exterior walls of a building not along a Frontage Line. See Facade (Table 11).

Enfront: to place an element along a frontage line, as in "porches enfront the street."

Enfrance, Principal: the main point of access of pedestrians into a building. In the support of pedestrian activity, the Principal Entrance should be given to a Frontage Line rather than to the parking.

Exception: a variance that permits a practice that is not consistent with a provision nor the Intent of this Code. Exceptions are usually granted only by the Board of Appeals.

Facade: the exterior wall of a building that is set along a Frontage Line (see Elevation). Facades support the public realm and are subject to requirements additional to those required of elevations.

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Diagram 7.4.4).

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sector Plan should be based on GIS information (Paragraph 2.2.1).

Greenfield: a project planned for an undeveloped area outside the existing urban fabric. See Infill.

Greenway: an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites.

Hamlet: an incomplete neighborhood, standing free in the countryside. Because of a location away from transportation, a Hamlet has a weak commercial center. (Syn.: CLD, Cluster, Clustered Land Development, Conservation Land Development)

Independent Building: a building designed by a different architect from the adjacent buildings.

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the design of a pedestrian

environment (see Tables 10 and 11).

Layer: a range of depth of a lot within which certain elements are permitted (see Table 11).

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

Live-Work: a dwelling unit that contains, to a limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (Syn.: Flexhouse.) (See Work-Live.)

Lodging: premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 11 and 19C).

Lot Width: the length of the principal Frontage Line of a lot.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

Meeting Hall: a building available for gatherings, including conferences, accommodating at least one room with an area equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. A Meeting Hall shall be completed upon the sale of 75 percent of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75 percent of the dwelling units at which time control of its use shall be given to the [Community Council].

Neighborhood: a mostly residential area, often with a recognizable edge (change in density, change in T-Zone, commercial corridor, transportation corridor, natural/rural boundary, or civic space boundary). For the purposes of this SmartCode, a "complete neighborhood" is further defined as consisting of one pedestrian shed (1/2 mile diameter) with a mixed-use center.

Net Developable Area, Net Site Area: the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 19A.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

Outbuilding: an ancillary building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 11).

Parking Structure: a building containing two or more stories of parking. The propensity of Parking Structures to create negative pedestrian experiences along their frontage shall be mitigated by the provision of a Liner Building at the first story.

Passage (PS): a pedestrian connector passing between buildings, providing shortcuts through long blocks and con-

necting rear parking areas to frontages. Passages may be roofed over.

Path (PT): a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of 1/2-mile or 2,640 feet. Pedestrian Sheds should be conceived as oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called Walkshed.

Planter: the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

Primary-Secondary Grid: thoroughfare designations appearing on the Regulating Plan. Buildings on the P-Grid are subject to all of the provisions of this Code. Buildings on the S-Grid are exempt from certain provisions, allowing for Warranted open parking lots, unlined parking decks, drive-throughs and hermetic building fronts.

Principal Building: the main building on a lot, usually located toward the frontage (see Table 11).

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Table 7).

Public Frontage: the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 8).

Rear Alley (AL): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges. This type is required within T5 and T6 Zones; either a lane or alley is required within T4.

Rear Lane (LA): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation. This type is permitted within T2-T4 Zones; either a lane or alley is required within T4.

Rearyard Building: a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. In its residential form, this type yields a rowhouse. For its commercial form, the rear yard can accommodate substantial parking.

RCD: Regional Center Development. A Community Type consisting of one Long Pedestrian Shed with a strong Town Center. This type is permitted by right

within the Intended Growth Sector (S5) (see Section 3.3.3).

Residential: premises available for long-term human dwelling.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

Rural Boundary Line: the extent of potential urban growth as determined by existing geographical determinants. The rural boundary is permanent.

Secondary Grid: see Primary and Secondary Grid.

Sector: a neutral term for a geographic area. In the SmartCode there are six specific Sectors that establish the legal boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve) and the other four are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors, and the Existing Urbanized Sector.) Sectors address the legal status of place at the regional scale while Transect Zones address the physical character of communities. Sectors contain Community Types (CLD, TND, RCD, TOD), which contain prescribed Transect Zones, which contain design standards appropriate to those T-Zones.

Service Boundary Line: the extent of potential or feasible urban growth as determined by the extension of infrastructure, principally sewer.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback.

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Tables 12 and 14).

Sideward Building: a building that occupies one side of the lot with a setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building provides a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. Most specialized buildings are dedicated to manufacturing and transportation, and are distorted by the trajectories of machinery.

Specialized District (SD): Specialized

District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or Community Types specified by this Code. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc. However, if at all possible the perimeters of such Districts (excepting parks) should be designed as one or more normal Transect Zones to integrate with the surrounding community or countryside.

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

Streamside Corridor: the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

Street (ST): a local urban thoroughfare of low speed and capacity, its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called Street-wall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens [should] be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be [30 percent] permeable or articulated to avoid blank walls.

Substantial Modification: alterations to a building that are valued at more than 50 percent of the replacement cost of the entire building, if new.

TDR - Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within the designated Reserve Shed (S2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserve Shed (S1).

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

Third Place: a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafés and corner stores.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Section 7.2 and Diagram 7.4.2).

Tier: synonym for Sector.

TND: Traditional Neighborhood Development. A Community Type consisting of one pedestrian shed plus a mixed-use town center or corridor. (Syn.: Village, Urban Village).

TOD: Transit-Oriented Development. TOD is Regional Center Development (RCD) with transit available or proposed. This Community Type is permitted by right within the Intended Growth Sector.

Town Center: a community consisting of one or more neighborhoods, sharing a substantial commercial component. (Syn.: RCD, TOD)

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Transect Zone (T-Zone): Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to specifying the usual building use, density, height, and setback, other elements of the intended habitat are integrated, including those of the private lot and building as well as those of the enfronting public streetscape. The elements are determined by their location on the Transect scale.

Transition Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony (see Diagram 7.4.6).

Type: a form category determined by function, disposition, and configuration, including size or extent. There are community types, street types, building types, etc. See also: Building Type.

UDC (Urban Design Center): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the communities and buildings based on it.

Urban Growth Boundary: the extent of potential urban growth as determined by the projected demographic needs of a region. The urban boundary may be adjusted from time to time.

Urban Growth Sector: one of the three Sectors for New Communities where development is permitted by right.

Urban Village: A TND Community Type within an urbanized area (see TND).

Varience: an administrative technique granting relief from the provisions of a code. There are two types of variances: Warrants and Exceptions (see Section 1.6).

Village: A Village is usually a community standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor (see TND).

Warrant: a type of variance that permits a practice that is not consistent with a specific provision of this Code, but is justified by its intent or by hardship. Warrants are usually granted administratively through the CRC.

Work-Live: a dwelling unit that contains a commercial component. A Work-Live Unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (Syn.: Live-With.) (See Live-Work.)

What Type of Code Does Your Municipality Need?

By Andrés Duany

One of the characteristics of the new urbanism is its practitioners' fascination with codes. Since the early 1950s when the implementation of coding became ubiquitous across the United States, these documents have been among the primary tools that make urbanism operational, this being a nation of laws rather than individual will. No less than financial criteria and market preference, codes have had a great affect on the outcome of community design.

For the new urbanists, this insight emerged from the shock of discovery that existing subdivision ordinances and zoning codes made traditional planning impossible, even if inadvertently so. That there was a need for an alternative system rather than the elimination of the existing one became clear by observing the comprehensive disappointment that resulted from the prior generation of reform: the Planned Unit Developments of the 1970s. By allowing design to be negotiated, PUDs had lifted away the repressive ordinances and replaced them with nothing at all. The degree of mischief, banality and incompetence that ensued from the PUD option was such that one could conclude this would not be the vehicle for the dependable implementation of the new urbanism, or any other for that matter.

Today there are many new urbanist codes about, and they continue to proliferate rapidly. All have the converging intention of both enabling and qualifying communities that support the Charter. However, the means to achieve this varies widely. There are codes ranging from the plodding to the truly clever, with an abundance of the latter. There are some that cover very few issues and others that are quite comprehensive. With few exceptions, the most elegantly simple are the least comprehensive.

The new urbanist campaign for the reform has engendered a veritable

SMARTCODE ASSESSMENT

renaissance of the code craft in the United States. It has even managed to restore the prestige of this occupation to one in parity with urban design and research. "Coding," as it is sometimes called, can be the purest and possibly the most challenging of intellectual pursuits that a planner can engage — it has risen very far indeed from the level of legalistic and technical drudgework to which it had fallen.

Developers and municipalities are increasingly demanding new codes to implement smart growth agendas. With the failure of the promise of suburbia, and with the ascendancy of the new urbanism as the prime repository of solutions to its problems, one can safely predict that every municipality will want to have such a code in its repertoire of planning options. Implementation of one such code may be the great life-achievement of the current generation of municipal planners — the equivalent of what the PUD ordinance was to the preceding generation and the subdivision ordinances

were to the generation prior. The difference is that this time these codes will actually result in better places to live.

How will municipal officials choose their new code? How will we as individual planners and as an organization coordinate ourselves to receive the onslaught of requests? How are these long and complicated documents to be comparatively assessed?

This checklist above is a draft of an assessment protocol that was developed at a new urbanists' conference held in Santa Fe, N.M. It is intended to organize new urbanist codes for this purpose.

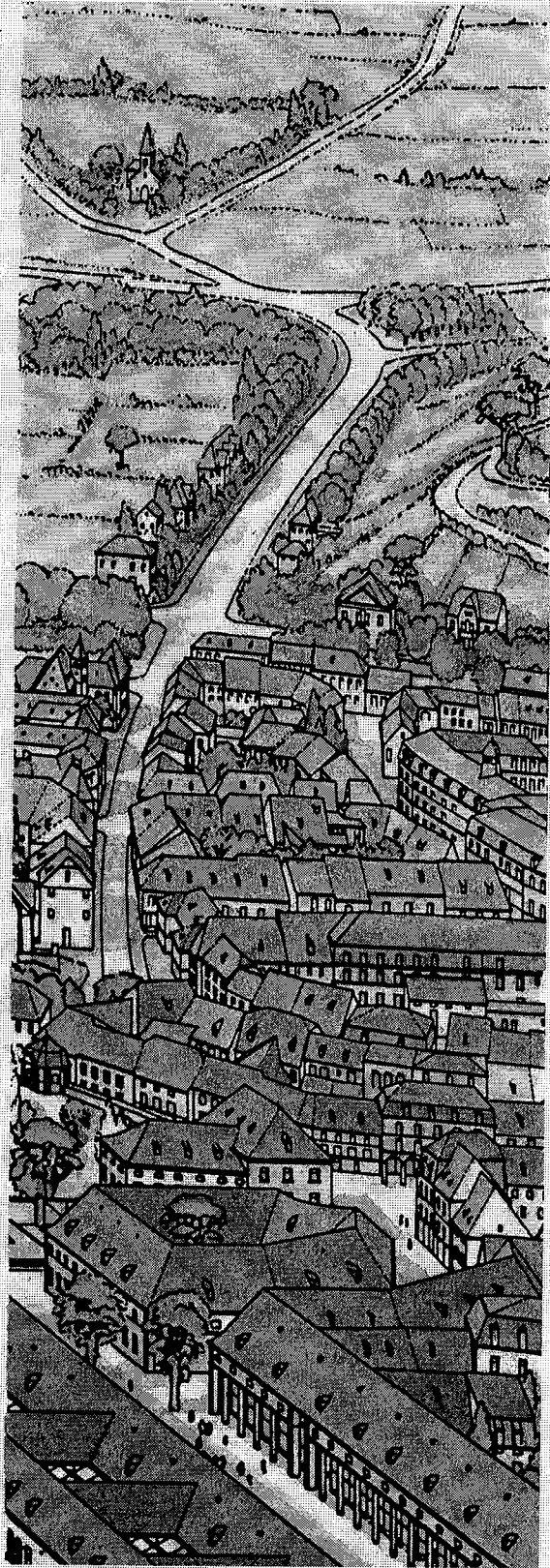


ILLUSTRATION BY LEON KRIER

The SmartCode Can Be a Form-Based Code.

T3 SUB-URBAN ZONE

SMARTCODE SPECIFICATIONS



4.1 LOT OCCUPATION

a. Lot Area	15,000 sq. ft. min.
b. Lot Coverage	80% max.

4.2 BUILDING EXPOSITION

a. Elevation	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted

4.3 BUILDING HEIGHT

a. Principal Building	4 stories max.
b. Outbuilding	2 stories max.

4.4 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.5 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.6 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.7 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.8 BUILDING FUNCTION (see 2.3.3.3)

a. Residential	permitted use
b. Lodging	permitted use
c. Office	permitted use
d. Retail	permitted use

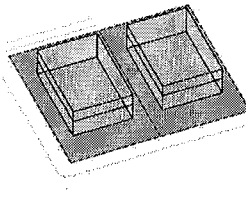
GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

- Building height shall be measured in number of stories, not including a partial basement, or subterranean level. Each story shall not exceed 14 ft. clear.

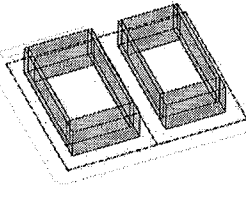
BUILDING PLACEMENT

- Buildings shall be placed within the area indicated as shown in the diagram.
- Buildings shall have setbacks along frontage lines and setbacks along lot lines.
- The setbacks and elevations of a building shall be consistent with the setbacks and lot lines as shown in the diagram.



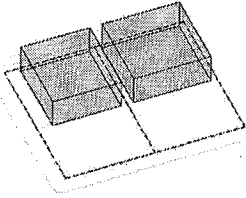
BUILDING ELEMENTS

- Stairs, bay windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Arched setbacks shall be provided as shown in the diagram.



OUTBUILDING PLACEMENT

- Parking spaces shall be provided within the third layer as shown in the diagram.
- Covered parking shall be provided within the third layer as shown in the diagram.
- Trash containers shall remain within the third layer as shown in the diagram.



T4 GENERAL URBAN ZONE

SMARTCODE SPECIFICATIONS



4.1 LOT OCCUPATION

a. Lot Area	10,000 sq. ft. min.
b. Lot Coverage	70% max.

4.2 BUILDING EXPOSITION

a. Elevation	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted

4.3 BUILDING HEIGHT

a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.

4.4 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.5 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.6 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.7 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.8 BUILDING FUNCTION (see 2.3.3.3)

a. Residential	permitted use
b. Lodging	permitted use
c. Office	permitted use
d. Retail	permitted use

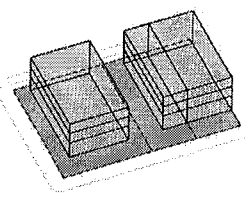
GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

- Building height shall be measured in number of stories, not including a partial basement, or subterranean level. Each story shall not exceed 14 ft. clear.

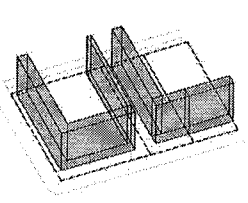
BUILDING PLACEMENT

- Buildings shall be placed within the area indicated as shown in the diagram.
- Buildings shall have setbacks along frontage lines and setbacks along lot lines.
- The setbacks and elevations of a building shall be consistent with the setbacks and lot lines as shown in the diagram.



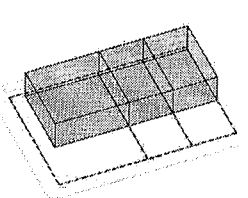
BUILDING ELEMENTS

- Stairs, bay windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Arched setbacks shall be provided as shown in the diagram.



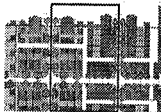
OUTBUILDING PLACEMENT

- Parking spaces shall be provided within the third layer as shown in the diagram.
- Covered parking shall be provided within the third layer as shown in the diagram.
- Trash containers shall remain within the third layer as shown in the diagram.



T5 URBAN CENTER ZONE

SMARTCODE SPECIFICATIONS



4.1 LOT OCCUPATION

a. Lot Area	1,500 sq. ft. min.
b. Lot Coverage	80% max.

4.2 BUILDING EXPOSITION

a. Elevation	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted

4.3 BUILDING HEIGHT

a. Principal Building	4 stories max.
b. Outbuilding	2 stories max.

4.4 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.5 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.6 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.7 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.8 BUILDING FUNCTION (see 2.3.3.3)

a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use

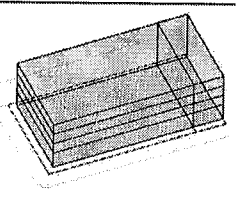
GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

- Building height shall be measured in number of stories, not including a partial basement, or subterranean level. Each story shall not exceed 14 ft. clear.

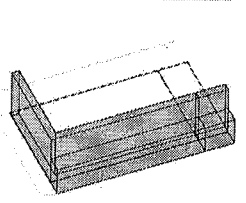
BUILDING PLACEMENT

- Buildings shall be placed within the area indicated as shown in the diagram.
- Buildings shall have setbacks along frontage lines and setbacks along lot lines.
- The setbacks and elevations of a building shall be consistent with the setbacks and lot lines as shown in the diagram.



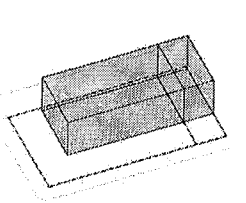
BUILDING ELEMENTS

- Stairs, bay windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Arched setbacks shall be provided as shown in the diagram.



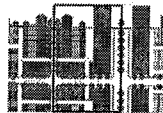
PARKING PLACEMENT

- Parking spaces shall be provided within the third layer as shown in the diagram.
- Covered parking shall be provided within the third layer as shown in the diagram.
- Trash containers shall remain within the third layer as shown in the diagram.



T6 URBAN CORE ZONE

SMARTCODE SPECIFICATIONS



4.1 LOT OCCUPATION

a. Lot Area	10,000 sq. ft. min.
b. Lot Coverage	80% max.

4.2 BUILDING EXPOSITION

a. Elevation	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted

4.3 BUILDING HEIGHT

a. Principal Building	4 stories max.
b. Outbuilding	2 stories max.

4.4 BUILDING SETBACK

a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.5 PRIVATE FRONTAGE TYPE (see 2.2)

a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.6 BUILDING SETBACK

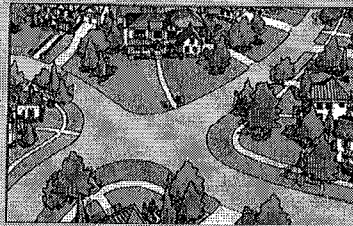
a. Front	10 ft. min.
b. Side	5 ft. min.
c. Rear	5 ft. min.

4.7 PRIVATE FRONTAGE TYPE (see 2.2)

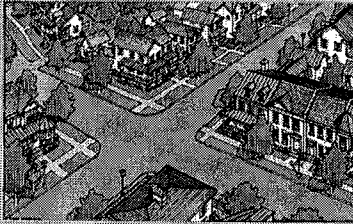
a. Common Area	permitted
b. Porch & Fence	permitted
c. Terrace or L.D.	permitted
d. Fences	permitted
e. Stairs	permitted
f. Driveway & Access	permitted
g. Garages	permitted
h. Arcades	permitted

4.8 BUILDING FUNCTION (see 2.3.3.3)

a. Residential	open use



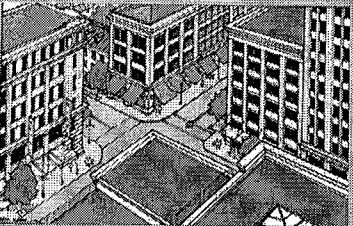
T3



T4

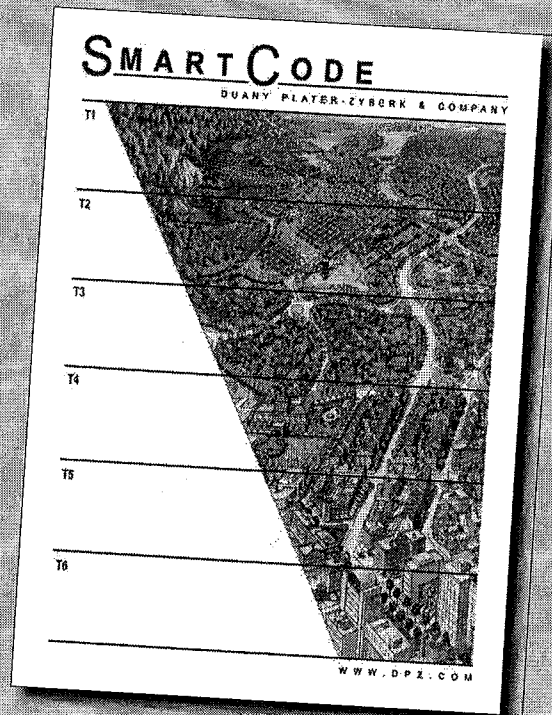


T5



T6

ILLUSTRATION BY SETH HARRY



CONDITIONS OF USE

- The text and diagrams appearing in this document are the property of Duany Plater-Zyberk & Company (DPZ). Their reproduction and use are permitted with "Credit: Duany Plater-Zyberk & Company" in print.
- The complete SmartCode in printed form will be available from MuniCode.com.
- The complete SmartCode in electronic, editable format is available at DPZ.com.
- A SmartCode User's Manual will be available from wwright@baleh.com.
- Information on implementation seminars and consultants is available from placemakers.com.

Duany Plater-Zyberk & Company Municipal Code Corporation

Andrés Duany and Elizabeth Plater-Zyberk are architects and town planners whose work for the past 20 years has focused on the design of new towns and the revitalization of existing cities. These efforts have earned them international recognition and dozens of local and national awards, including the Thomas Jefferson Medal and the Vincent Scully Prize.

Having both received bachelors degrees from the Yale School of Architecture and graduate degrees in architecture and urban planning from Princeton University, Duany and Plater-Zyberk spent their first years as architects designing buildings. It didn't take long, however, for the architects to feel dissatisfied with the results of their labor. They struggled with the sense that the individual buildings they designed did not relate in any meaningful way to the cities surrounding them. This concern soon evolved into finding ways to design environments in which the placement of individual buildings made sense — communities in which buildings are less important than the spaces between them.

Focusing their attention in this new direction, the couple founded Duany Plater-Zyberk & Company (DPZ) in 1980. It was that same year that their groundbreaking project, Seaside, was designed in Florida. This now famous "village by the sea" won worldwide praise as the first traditionally organized new town designed in over 50 years. The planning method used to design

Seaside was coined the "new urbanism" and led to diverse new commissions for DPZ. Ultimately this spearheaded a resurgence of neighborhood-based design in the United States and abroad.

For the past two decades, Duany has traveled the world lecturing about post-suburban planning techniques to planners, developers, students and the general public. As a result, and because of the built successes, many have signed on to this new way of planning. However, Duany and Plater-Zyberk quickly learned that, in order to create traditionally-organized towns, current zoning laws would have to be rewritten.

The SmartCode was created by DPZ as an option to existing zoning ordinances. Most municipalities that are currently enforcing suburban-era codes need to enact a SmartCode or a similar ordinance if they wish to make the developing of new urban communities possible. Dealing with all aspects of design, the SmartCode was created for municipalities that have embraced the smart growth agenda and are seeking the tools to make it happen. This particular code has already been implemented in several jurisdictions.

In its 22nd year, Duany Plater-Zyberk and company includes 35 employees in four offices, who have collectively completed the design of over 225 new towns, regional plans, and community revitalization projects throughout the United States and abroad.

Municipal Code Corporation was founded in 1951 as a one-man operation, for the sole purpose of codifying municipal laws and ordinances and publishing this material in loose-leaf form. At that time, and until 1963, the publication phase was subcontracted, while the editorial processes were performed in-house. In 1961 MCC acquired its own premises on Thomasville Road in Tallahassee, Fla. Two years later a complete printing plant was installed so that all stages of the operation would be under the direct management of MCC, eliminating the need for and dependency on a subcontracted printing service. The company moved to its present location in 1970 on Capital Circle.

Another milestone in MCC's development occurred in 1973 when the typesetting operation was first computerized. Since then, there have been five different typesetting systems and virtually every department has increased its productivity by using digital technology.

In 1991 the company's supplement service was reorganized from a departmental to a team structure. This organizational change facilitated communication and learning among editors, typesetters and proofreaders; and, most importantly, enabled MCC to provide better service to its customers by reducing the time required to deliver supplements.

As technology has changed the way publishers perform their jobs, MCC has adapted. MCC was in fact the second direct connection to the internet (outside academia) in Leon County. In 1995 the company revised its definition of publishing from "delivering words as ink on paper" to "delivering words in any medium demanded by clients." Thus CD-ROM, floppy disks, magnetic tape, FTP, and posting on the company home page were added as delivery mediums.

In 1999 the company installed its first Print on Demand (POD) system. POD allows clients and subscribers to order one copy of a code or supplement, without MCC incurring the expense of prior printing and physical storage. Additionally, the year 1999 saw establishment of a custom publishing division.

MCC has made a commitment to stay abreast of technology and organizational opportunities so that everyone — clients, employees and stockholders — may benefit.

The company currently publishes more than 2,600 codes for clients in 49 states. It employs 16 attorneys who have, on average, over 12 years experience in the specialized field of codification.

MCC will distribute the SmartCode nationwide as an alternative to conventional (sprawl-oriented) ordinances.

For more information about Duany, Plater Zyberk & Company: 1023 SW 25th Avenue, Miami, FL 33135; Tel: 305.644.1023 Fax: 305.644.1021

For more information about Municipal Code Corporation: P.O. Box 2235, Tallahassee, FL 32316-2235; Tel: 800.262.2633 Fax: 850.575.8852



CLARK COUNTY SCHOOL DISTRICT

REAL PROPERTY MANAGEMENT

FACILITIES DIVISION

November 2, 2006

✓
TO: RICK H.
MARK F.

BOARD OF SCHOOL TRUSTEES

Mrs. Ruth Johnson, President
Mrs. Sheila Moulton, Vice President
Mrs. Susan Brager-Wellman, Clerk
Mr. Larry P. Mason, Member
Mrs. Mary Beth Scow, Member
Mrs. Shirley Barber, Member
Mrs. Terri Janison, Member
Dr. Walt Ruffles, Superintendent

Thomas A. Perrigo
CITY OF LAS VEGAS
Development Services Center
731 South Fourth Street
Las Vegas, NV 89101

RE: KYLE CANYON SCHOOL SITE

Dear Mr. Perrigo:

The School District has worked with Kyle, LLC on the Kyle master plan, and we have no objection to the City adopting the plan attached with the school sites shown.

We will continue to work with the Kyle, LLC through specific design issues.

Sincerely,

CLARK COUNTY SCHOOL DISTRICT

Matt Lacroix

Encl: Kyle Canyon School Site Plan

Submitted at City Council

Date 5/16/07 Item 94, 95, 73

KYLE CANYON

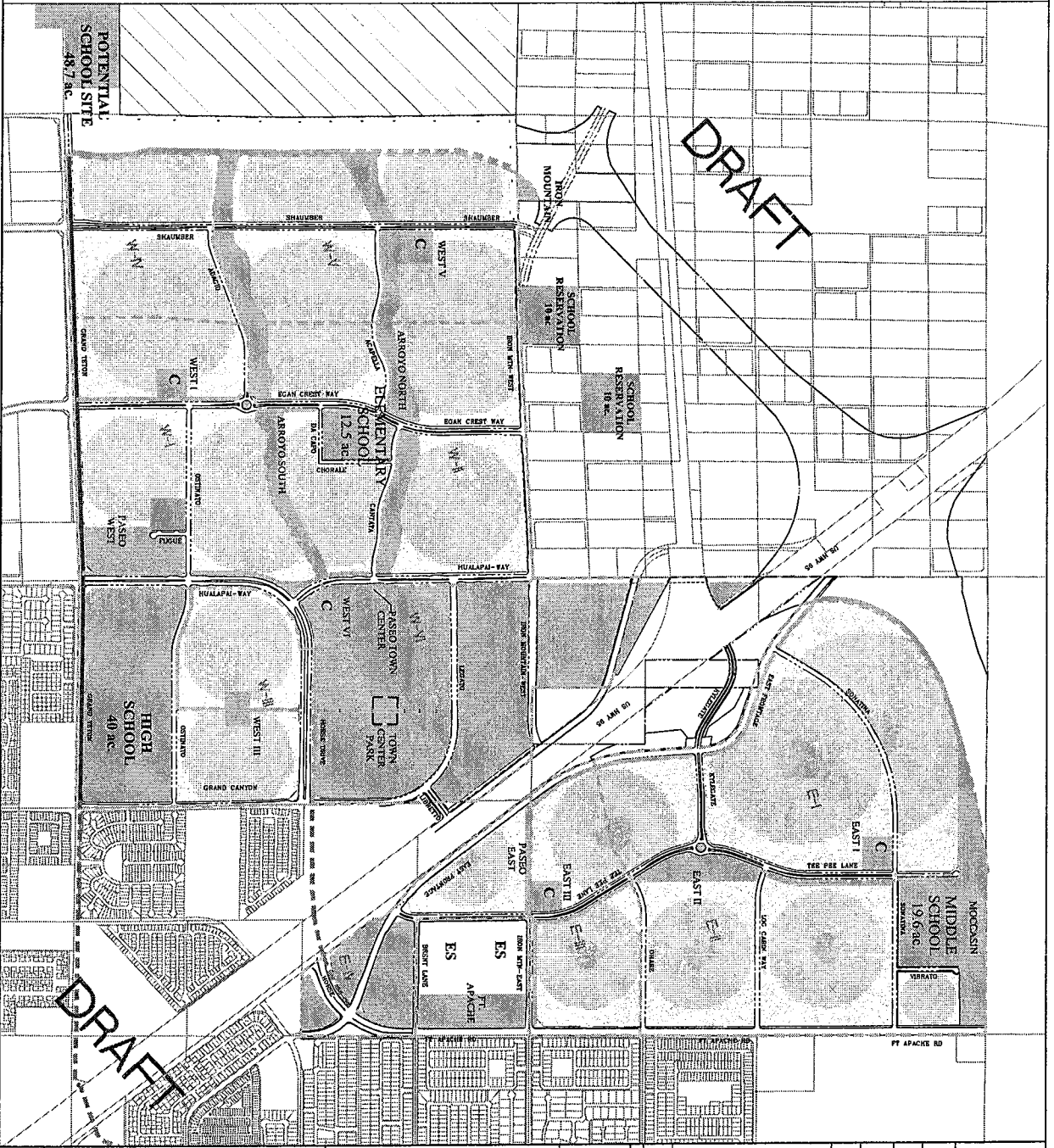
BY

KYLE ACQUISITION GROUP, LLC

DATE: 10/25/06

LEGEND

- NEIGHBORHOOD RESIDENTIAL
- MIXED-USE
- COMMUNITY FACILITIES / SCHOOLS
- PARKS/OPEN SPACE
- PARKS/OPEN SPACE - (LOCATION AND DESIGN TO BE DETERMINED)
- COMMUNITY CENTER
- MOUNTAIN EDGE PARKWAY TRAIL
- REGIONAL TRAIL SYSTEM CONNECTOR
- EQUESTRIAN TRAIL PER CLV
- MASTER PLAN RECREATIONAL TRAIL ELEMENT
- MULTI-USE TRAIL
- MULTI-USE TRAIL LOCATION AND DESIGN TO BE DETERMINED
- FUTURE TRAIL CONNECTORS BY OTHER
- PLANNING AREA BOUNDARY



FOR WORKING PURPOSES ONLY
This map is for planning purposes only. No representation is made concerning the accuracy of the data delineated thereon.

KYLE ACQUISITION GROUP, LLC		G. C. WALLACE COMPANIES ENGINEERS PLANNERS SURVEYORS 1815 S. MAIN ST. SUITE 100 LAS VEGAS, NV 89102-1000 TEL: 702.735.1100 FAX: 702.735.1101 WWW.GCWALLACE.COM		PROJECT NO. 784-016	
KYLE CANYON		LAS VEGAS-SACRAMENTO-RENO		DESIGN: DATE: 11-02-06	
SCHOOL SITE EXHIBIT		1 OF 1 SHEETS		PLOT DATE: 10-25-06	
DATE	TASK/APP	DATE	CHK APP	DATE	

May 16, 2007

Councilman Steven D. Ross
Las Vegas City Council
400 Stewart Avenue, 10th floor
Las Vegas, NV 89101

Dear Councilman,

I write with regard to the proposed zoning changes scheduled for consideration today for Kyle Canyon before the city council. While I share concerns over the high density of the Project, especially in areas removed from the "city center," my concern is more particularly focused on specific impacts of increased vehicle traffic this proposed growth will bring, and the safety of my children attending the elementary school and traveling the neighborhood roads.

Page 8 of the traffic study states "Access to and from the east will also be provided via Log Cabin Way, O'Hare Avenue, Iron Mountain Road, Brent Lane, Horse Drive, and Racel Street."

Page 10 of the traffic study further states "O'Hare Avenue, Horse Drive, and Brent Lane currently exist as fully constructed 60-foot collector streets east of the Project between Fort Apache Road and El Capitan Way." This is incorrect, which I will describe below and indicate with photographs during the council meeting, and creates the impression of far greater existing traffic capability in the area, and by the same token creates the impression of a far lesser impact on the established neighborhoods considering the density called for in the proposed Project plan. The first point I would ask you to keep in mind is that despite the addition of two US95 interchanges discussed in the project plan, there is a specific designation of an eastbound traffic service destined for our neighborhood streets and by faulty data overestimates the ability to carry vehicle traffic to and from the Project.

1. O'Hare Avenue, Horse Drive and Brent Lane are fully constructed from Fort Apache to El Capitan with single-family residential neighborhoods on each side. O'Hare Avenue measures only 46-½' wide at El Capitan, Horse Drive measures 45' and Brent Lane measures only 39' of blacktop, contrary to the traffic study's stated 60 feet. Brent Lane is even narrower to the west at the approach to Bilbray Elementary School. While 6 to 8 lanes of traffic are planned for Fort Apache along these connectors, only one lane of traffic is possible in each direction on Brent Lane due to its width and the proposed inclusion of a turn lane. No additional future control infrastructure (pole mounts, cabling, etc.) is proposed by the traffic study at this intersection. I believe this may be an oversight. I ask you to consider whether this is appropriate planning, and make appropriate requirements on and conditions to any approvals voted on today. A 40' collector is inadequate for additional traffic to the east from the Projects.

2. Moreover, Brent Lane is the main pedestrian, bicycle and school bus route for Bilbray Elementary School, and to some extent for Scherkenbach Elementary school immediately to its north. These are partner schools serving the area without regard to any geographical boundaries served by a particular school. 25 MPH flashing school zone lights and markings cross El Capitan at Brent Lane into the rural neighborhood to the east. The line of waiting vehicles for student drop-offs extends from Bilbray's parking lot halfway to El Capitan (between ¼ and ½ mile) each morning. Afternoon brings similar traffic for picking up students, though speeds increase as the grade is downhill toward El Capitan and the 15 MPH school zone ends. Much of this traffic flows onto El Capitan and out to the surrounding areas served by the

schools. My 3 children walk home each day from Bilbray Elementary on Brent Lane across Fort Apache, as do at least 100 other neighborhood children. Bicycle lanes on Brent Lane from Bilbray Elementary east to El Capitan would be an improvement, though with the current amount of traffic and additional traffic from the Projects it is doubtful in my mind that school kids riding bikes would feel a far greater measure of safety. This would bring usable width of Brent Lane down to approximately 30 feet.

3. According to the Traffic Network document in the traffic study, vehicle access to Project parcel NN is proposed at Brent Lane directly across from the parking area of Bilbray Elementary. This parcel is designated for high density mixed residential and commercial zoning. Considering the actual width of Brent Lane at this point and the presence of overflow parking along this street during school hours each day I would ask that the council consider removal of this new intersection and require vehicles to access Brent Lane only by way of the larger collectors of Fort Apache on the east, Sky Pointe on the south, or Tee Pee on the north. In addition, a nice buffer wall and landscaping would be a wonderful addition.

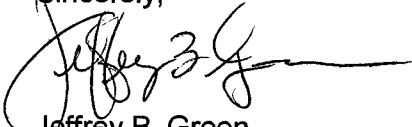
4. The north-south traffic from these and the other noted collector streets funnels down to El Capitan, which is a half-section-line road ½ mile to the east of the Project. It currently has no traffic controls on the approximately 1.6 miles between Grand Teton Drive and Ruston Road. The lack of traffic controls in this corridor greatly influences vehicle speed, which averages 10 MPH above the 35 MPH posted speed in both directions. All collector traffic from the neighborhoods west of El Capitan travels this roadway to/from both US95 and the retail and commercial center at Farm and Durango. Between Durango and Racel, the road consists of 4 lanes with a center turn lane. At Racel, the center turn lane disappears due to a narrowing in the construction. At Horse Drive the fully developed nature of the roadway changes to single-side improvements on the developed west side and no improvements along the rural county property on the east, and the two northbound lanes merge into one lane. At Brent Lane, northbound traffic turning toward the schools must yield to 2 southbound lanes, which are usually quite busy due to the number of vehicles returning southbound from Scherkenback by way of Iron Mountain. 1-½ blocks to the north one of the southbound lanes disappears, and El Capitan reaches 2 lanes with a width of only 23-25 feet between Iron Mountain and O'Hare Avenue (with 45-50 MPH traffic). Until now this pattern has adequately served the area neighborhoods. However, as traffic to the east from this development is a stated assumption of the Project's plan, I strongly urge and request the council to require widening of El Capitan and additional traffic controls on this route as a condition to any approvals given today.

5. The December 15 Addendum #1 shows the phasing patterns anticipated by the developer. To the credit of the developer the northernmost phases are scheduled for first development, but page 1 of the Addendum states "the order of phases is very preliminary and may change." I believe that traffic from the middle and southern Project Parcels HH/II, LL, MM, NN, OO and PP will likely seek a southern entrance to US 95. When the intended direction of freeway travel is to the south, most people will seek a freeway access point roughly perpendicular to or to the south of their location. These phases are designated E-III and E-IV. As no schedule is provided for phase construction by the developer, it is difficult to determine whether the anticipated completion of the Horse Drive Interchange and other project roadways will be ready to carry traffic when any E-III or E-IV phase opens (as addressed by Mr. Schroder in Comment 1 of the addendum letter, which received no satisfactory answer). If the new routes are not ready, drivers in this area will be moved west and north to US 95 southbound access at the Kyle Canyon interchange, or limited to follow the existing "connectors" to El Capitan and use the Durango Road route to access shopping and US 95. Given the options, which route do you believe they will take? During peak hours it now requires 3 to 4 traffic signal cycles to access

Durango from El Capitan. The recently approved special use permit addition of retail space (Lowes) at the northwest corner of this intersection may actually add to the traffic flow problem. Completion of phases or re-ordering of phase rollout without necessary improvements will add a great deal of congestion along El Capitan and collector streets mentioned by the traffic plan. As the Horse Drive Interchange is estimated for completion in mid-2009, wouldn't it make sense to require adequate infrastructure improvements be in place before allowing occupancy of these phases?

This summarizes my concerns. Your consideration of these points and requests would be most appreciated, and of great assistance to the current homeowners and residents of these neighborhoods.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey B. Green', with a long horizontal flourish extending to the right.

Jeffrey B. Green
8916 Wolf Dancer Avenue
Las Vegas, NV 89143
(702) 592-2323



Print - Close Window

From: "Rita Phillips" <bbrph1@cox.net>
To: Councilman-SRoss@LasVegasNevada.gov
CC: NWRRGLV@yahoo.com
Subject: RE:zon-2053 and dir-21605
Date: Wed, 16 May 2007 10:00:59 -0700

I have been a resident since 1981, and have lived up in the North West since 1999. I married in 2001 both my husband and I have been blessed to live in an area where there is no Casinos. The Spring Mountain Ranch Community has experienced a great amount of growing pains since it was established. The DOT did not and has no great plan to get the resident in and out of our community in a safely manner. We are experiencing major accidents in on our residential streets. Many of us who live in Spring Mountain Ranch Community have petitioned not to have Condos nor Apartments in our community because it will depreciate the value of our homes as well as the community. We are requesting that you vote NO to the rezoning of the North West for some 50,000 more people. It does not make sense to build 16,000 residence and a casino on 1,700 acre. Stop it NOW!! We ask that you support the Residence that live in an area of No Apartments and a Casino Free Life Style. We are a Unique Community and wish to stay this way!! We have enjoyed our life style knowing that we are on the out skirt of town.

Sincerely,

Bill & Rita Phillips
8941 Iron Hitch Ave.
Las Vegas, NV 89143

Submitted at City Council

Date 5/16/07 Item 94, 95, 73



Print - Close Window

From: katieandken@att.net
To: Councilman-sross@LasVegasNevada.gov
CC: NWRRGLV@yahoo.com
Subject: Kyle Canyon Development
Date: Wed, 16 May 2007 17:31:23 +0000

Dear Sir:

I live near El Capitan and Brent and love my neighborhood. My husband and I have felt safe and comfortable here as we raise our 5 children. I have so far been pleased with the way the surrounding community has developed and look forward to continued maturation of the area.

I am alarmed, however, with information regarding the Kyle Canyon Development agreement that will affect and impact me, my neighborhood, and my community. As a citizen of this area, I would like the opportunity to have input on matters that will affect me and my family.

I am requesting that the matter be held for at least 75 days to allow for public hearings and input. I believe the plans which include dense residential areas and a casino are inappropriate for this area and need to be revised. I would appreciate the opportunity to see the plans that are in place before the projects move forward.

If residents of an area are to feel invested in their community, they need to be heard in matters that impact them, such as this.

Respectfully,
Katie Craig
8912 Wind Warrior Ave.



Print - Close Window

Subject: FW: Kyle Acquisition Group LLV Development Agreement
Date: Wed, 16 May 2007 06:46:49 -0700
From: "Jennifer L. Taylor" <jtaylor@RVCDLAW.COM>
To: nwrrglv@yahoo.com

Sincerely,
Jennifer L. Taylor
Robertson & Vick, LLP
401 N. Buffalo Dr., Suite 202
Las Vegas, NV 89145

Office Phone (702) 247-4661
Direct E-mail address: jtaylor@rvcdlaw.com

This message may contain information that is ATTORNEY-CLIENT PRIVILEGED, ATTORNEY WORK PRODUCT or otherwise PRIVILEGED or CONFIDENTIAL. If you received this communication in error please erase all copies of this message and its attachments, if any and notify us immediately

-----Original Message-----

From: MayoDeRiso@aol.com [mailto:MayoDeRiso@aol.com]
Sent: Tuesday, May 15, 2007 4:54 PM
To: sross@lasvegasnevada.gov
Cc: ltarkanian@lasvegasnevada.gov; ogoodman@lasvegasnevada.gov; lbrown@lasvegasnevada.gov; lweekly@lasvegasnevada.gov; swolfson@lasvegasnevada.gov; greese@lasvegasnevada.gov
Subject: Kyle Acquisition Group LLV Development Agreement

Dear Councilman Ross;

I'm writing because I will be out of town on business Wed. for the City Council hearing, but I wanted to voice my objection to Section 3.6, page 15 of the Development Agreement between the City of Las Vegas and Kyle Acquisition Group, LLC (Focus). This section allows for a Gaming Enterprise District Hotel/Casino. In order for Focus to gain entitlement for a non-restricted gaming district, they must go through a public hearing process. SB208 does not allow for proper notification (2,500 feet) from the proposed property line of the establishment. Typically at the time of the entitlement request no one lives that close to the property line. But please be advised that Northwest Residents for Responsible Growth will make sure proper notification will be given to the entire Northwest area. In addition, should the City Council grant the entitlement in the wake of public opposition, we will appeal it according to Sec.8 (a) of SB208.

I, like many residents of the Northwest moved here because there are no casino's north of Ann Road. We don't have Taverns on every corner due to the Town Center zoning, which equates to a better quality of life for our families. A casino in a densely populated development (16,000 homes) like Focus is proposing will effect the quality of life of those who live there and in the surrounding areas. It makes no sense to approve a business in the middle of a community that serves FREE liquor 24/7. If you truly believe this development is a solution to affordable housing, which means lots of young families and children, then how can you approve a Gaming Enterprise District? Neighborhoods continually protest new casino's, but they still appear in every Focus development agreement.

I would like to see the City Council make it easier on all of us by simply excluding this section from the development agreement. We can all avoid lengthy petitions, hours of meetings, and of course the

onslaught of the press. The Northwest has the opportunity to distinguish itself from the rest of the valley by holding claim to the one area of town where people don't live within 3-miles of a casino. People should have a choice in a community and its composition and I can tell you first hand from walking my community; the majorities of the people like being casino free!

Thank you for your consideration in this matter. I have copied your fellow council members also, hoping if you agree with me, you can garner the votes to exclude the Gaming Enterprise District from the Development Agreement.

Kindest Regards,

Lisa Mayo-DeRiso
Member
Northwest Residents for Responsible Growth

See what's free at [AOL.com](http://www.aol.com).



Print - Close Window

From: "brian and dawn harrison" <jennasmommy@earthlink.net>

To: Councilman-sross@LasVegasNevada.gov

Subject: Kyle Canyon/Needs to be read immediately

Date: Wed, 16 May 2007 01:43:12 -0700

Dear Councilman Ross,

My husband & I are extremely concerned about the proposed Kyle Canyon Development by Focus Group. I would have attended the City Council hearing tomorrow at 1:00 p.m. to voice our concerns regarding this issue, but I have an appointment at that time which I am unable to change. Therefore, I do request that you print out this e-mail & share our concerns during the meeting with the other Council members, on record.

We are especially concerned that this proposal was going to be addressed with no previous notice to the citizens who will be directly affected by this proposed development. It is obvious that Focus Group is well aware that the development, as planned, would *not* be acceptable to the residents in the Centennial Hills (& perhaps the Summerlin) area, as they attempted to have this issue put through on a fast-track at tomorrow's meeting. That tells us that there are *numerous* negative aspects to this planned development. We are wondering how this could have occurred with your knowledge, as one of your campaign promises stated that, "Neighbors must be listened to when development can change a neighborhood." Since we assume that you would never knowingly break a campaign promise, we trust that any lack of public notification of this planned development was an oversight on your part.

We also assume that you will naturally oppose the passage of the Kyle Canyon Development Agreement, based on your campaign promises, & request that the issue be postponed for at least 75 days to allow for public hearings and input. As citizens of your Ward, we demand appropriate notice of such a development, so that any residents who choose to are allowed to voice their opinion *before* the City Council meets to approve this development contract. We also demand that our concerns be addressed and rectified, if such proposals greatly negatively affect our area. As taxpayers, we *absolutely* demand and deserve to have input into the contract terms.

It is possible that the development could still be approved, IF certain issues in the proposal are either completely removed, or are changed to our satisfaction. However, we as citizens and taxpayers should *never* be blind sided as we were with this proposed development. In reviewing the proposal, my husband and I are immensely concerned about several issues.

One, the fact that a *casino* is planned just *floors* us. Having the number of people who will live in this new community increasing the traffic in our area will be bad enough. *But*, to even *consider* building a casino is outrageous! This area cannot handle the massive increase of traffic that will come, not just from the residents of the community, but from all the other people driving from the rest of the valley, just to visit the casino. Additionally, casinos do bring with them the undesirable element. There are times when a proposal should be refused, *regardless* of how much money that proposal would bring. This should be one of those times.

Two, the amount of homes proposed in the acreage amount is ridiculous. It's not that hard to determine what is going to occur with these homes. They will be lower-cost homes, which will result in a domino-type effect indicative of lower income areas. Frequently, the people who can afford these homes are of a lower-income status. I am sure you are aware of what lower-income homes tend to bring, over a period of time. The decline will of course not happen immediately, but it will most likely occur, over time. The Centennial Hills & Summerlin areas are, by and large, inhabited by people of a little higher income set. We are proud of our area, and take good care of our homes, and the surrounding area. And I am not saying, by any stretch of the imagination, that we are all rich and snobby. Far from it - my husband and I have a very modest home, just 3 bedrooms & 2 baths, 1560 square feet (I believe), & a very small amount of acreage, about 1/4 of an acre. And trust me, we are not rich! However, we are very proud of what we do have, & work to keep it nice. And we're sure lower-income people do not intend to have their homes fall in disarray, but financially, they do not necessarily have the funds to keep their homes in tip-top shape, especially over a long period of time, & that is how the decline occurs.

Third, we do not appreciate the fact that there is no public review process planned for the future development of Kyle Canyon. We really have no idea how any development which negatively affects thousands of people would be able to be approved without the input of those people, either immediately, or in the future. Therefore, we trust that as our City Councilman, you would never allow this to happen to your constituents; that you will absolutely refuse to pass this proposed development agreement until we are all notified, & we have the opportunity to respond, by having public hearings, & by welcoming input. Please do not hesitate to contact us at the number below, if you have any questions.

Thank you very much for your time and consideration,

Dawn & Brian Harrison
8205 Rusty Sandstone Ct
Las Vegas NV 89131-1439





Print - Close Window

From: "SAMANTHA ADKINS" <samadkins@hotmail.com>
To: councilman-sross@lasvegasnevada.gov
CC: nwrrglv@yahoo.com
Subject: Kyle Canyon Development
Date: Tue, 15 May 2007 23:31:59 +0000

Councilman Ross,

I'm asking you that you stand by one of your fundamental campaign promises that: "Neighbors must be listened to when development can change a neighborhood". We as citizens and taxpayers deserve to have input into the Kyle Canyon Development. We would like meetings with the developer and work sessions to be able to work through the issues below. one by one.

- 1.The density is to great they want to build 16,000 homes in under 1,700 acres.
- 2.Traffic in the Northwest will reach gridlock conditions
3. The parks and open space are completely insufficient at only 6% of the palnned community.
4. The Development Agreement does not provide for sufficient infrastructure, such as schools, and fire and police stations.

Thank you,
Samantha Adkins resident of the Northwest

Catch suspicious messages before you open them-with Windows Live Hotmail.

http://imagine-windowslive.com/hotmail/?locale=en-us&ocid=TXT_TAGHM_migration_HM_mini_protection_0507



Print - Close Window

Date: Tue, 15 May 2007 13:22:56 -0700
From: bandpmc13@cox.net
To: councilman-sross@LasVegasNevada.gov
Subject: Zon-20543 and DIR 21605
CC: NWRRGLV@yahoo.com

It was a pleasure to meet you at the meeting about the dog park. I just received notification, however, of the subject planned development. I am extremely concerned that no one has let the residents know about this or asked for opinions. However, I will give you our opinion: This should be stopped for the following reasons:

The NUMBER 1 reason is within the next 9 years we will be running out of water. It's unimagineable how much water this type of project would need. These developers come in here and build these massive projects and then leave. They have no concern over our water issures.

2. The denisity is too great - 16,000 homes in under 1700 acres.
3. A Casino is planned as the centerpiece of the town center area of this community.
4. The parks and open space are completely insufficient at only 6% of the planned community.
5. Heights of structures in the Town Center (160) feet and Urban Mixed Use (80 feet) areas are excessive.
6. No public review process for the future development in Kyle Canyon is contemplated.
7. The Development Agreement does not provide for sufficien t infrastructure, such as schools, fire and police stations.
8. The Development Agreement doesn't allow for sufficient buffering between uses or require compatibility with existing uses.
9. Traffic in the Northwest will reach gridlock conditions and there is insufficient public transportation in the northwest.

Both mostly WHAT ABOUT THE WATER???????

Bob and Pat McKenzie
9001 Silk Bonnet Court
Las Vegas, NV 89143
.

Susan J. Glass

From: Jennifer L. Taylor
Sent: Wednesday, May 16, 2007 9:58 AM
To: Susan J. Glass
Subject: FW: Kyle Canyon Development

~~REDACTED~~

Sincerely,
Jennifer L. Taylor
Robertson & Vick, LLP
401 N. Buffalo Dr., Suite 202
Las Vegas, NV 89145

Office Phone (702) 247-4661
Direct E-mail address: jtaylor@rvcdlaw.com

This message may contain information that is ATTORNEY-CLIENT PRIVILEGED, ATTORNEY WORK PRODUCT or otherwise PRIVILEGED or CONFIDENTIAL. If you received this communication in error please erase all copies of this message and its attachments, if any and notify us immediately

-----Original Message-----

From: Fred Herr [mailto:fredlh@hughes.net]
Sent: Tuesday, May 15, 2007 7:04 PM
To: Councilman-sross@LasVegasNevada.GOV
Cc: Jennifer L. Taylor
Subject: Kyle Canyon Development

Councilman Ross:

I want to thank you for having your ear tuned to your constituents' concerns. To my untrained eye, this Kyle Canyon plan has all the earmarks of uncontrolled growth. Or, to put another way, the developer is saying 'let's do it because we can'!

My initial response is outrage for all the obvious reasons. However, rather than attempting to back door the development, the Focus Group must be persuaded to include its neighbors in the decision making process. We must be made aware of their plans for the Urban Mixed Use areas adjacent to the two elementary schools, Bilbray and Scherkenbach.

The idea of 16,000 homes, and a casino complex, on 1700 strikes me a rather ludicrous. Cattle have more room for maneuvering than that. Keep in mind I do not mind maximizing one's investment, but there should be

5/16/2007

limits. My bottom line to this situation is to get the process out in the open for everyone's benefit, just like we did with the work at Durango and Grand Teton.

Thank you,
Fred Herr
8213 Old Cistern Ct.
702.622.9797

[Print](#) - [Close Window](#)

From: "David E. Leonard" <Daneheart@cox.net>
To: Councilman-sross@LasVegasNevada.gov
CC: NWRRGLV@yahoo.com
Subject: Proposed Kyle Canyon Development
Date: Tue, 15 May 2007 20:57:38 -0700

Dear Councilman Ross:

I would like to voice my concerns about the proposed development of the Kyle Canyon area. My main objection is actually two fold: first, the number of people who would be moving into the area, and second, the hotel/casino.

When I moved to this part of the city four years ago, traffic was heavy but reasonable, the neighborhood was quiet, shopping was enjoyable, etc. Now, I dread having to go out of my home to go anywhere because the traffic is so congested. This is due to the development of the areas to my north and across Rt. 95 to the west. Traffic the new Mall will bring must also be considered, since construction has started on it by the new hospital. Also, a new Lowes was just approved for construction just down the street at the corner of Durango and El Capitan. Further "improvement" to the area without addressing the constantly increasing traffic is foolish. Southbound 95 at 7am is moving at a crawl through the curve by Santa Fe Casino. If this proposal is approved, it won't be moving at all without widening the highway first. The highway was adequate four years ago, but not now.

I am totally opposed to a hotel/casino in this area since Santa Fe is only 10 minutes away, Texas and Fiesta casinos just a few minutes more, and even Red Rock and Rampart Casinos only about 20 minutes. I also believe a casino might bring crime to the area and lower our property values. I would like the opportunity to get more information before this comes before council. I don't think enough notice was given to allow for the general public to make their opinions known. Please ask council to postpone their consideration of this proposal to allow for public hearings, so we may make our concerns known to council. Once this is approved, there is little that can be done to stop such a major change to our neighborhood.

Sincerely,

David E. Leonard
8909 Little Horse Ave.
Las Vegas, Nv 89143
E-mail Daneheart@cox.net

[Print](#) - [Close Window](#)

From: "Ken Clerke" <kennygps@cox.net>
To: councilman-sross@lasvegasnevada.gov
CC: nwrgrlv@yahoo.com
Subject: Kyle Canyon Development Concerns
Date: Tue, 15 May 2007 19:18:51 -0700

Dear Councilman Ross:

We are extremely concerned about the current Kyle Canyon Development plans that are passing through the City Council, especially the proposed apartment housing planned for the lot on Brent Lane & Fort Apache Rd. across from the Bill Bray Elementary school.

When we purchased our home two years ago we were told that a park and single family homes would be developed on the lot. One of the reasons we chose to live in the Northwest was that it was a quiet area that we could raise a family in. It also had and still has a low to non-existent crime rate with little traffic congestion.

My husband and I are very concerned about the way in which this proposed development is being covertly put through the planning process without regard for the concerns of local area residents who will be directly affected by this project in a negative way. It's a well known fact that where there are high density housing projects there is an increased incidence of crime, drug traffic and violence. All of which do not need to be located so close to both area schools.

At the Spring Mountain Ranch HOA meeting that you attended earlier this year, you told us all that there was "No Way" that this proposed project would be allowed to go through in your district. It seems to us that possibly you have decided not to fight as hard against this project as you had lead us to believe.

What do you propose that we do as concerned citizens to STOP the advance of this project?

Sincerely,
Ken and Fiorella Clerke
9104 Big Plantation Ave
Las Vegas, NV 89143

-----Original Message-----

From: Fred Herr [mailto:fredlh@hughes.net]

Sent: Tuesday, May 15, 2007 7:04 PM

To: Councilman-sross@LasVegasNevada.GOV

Cc: Jennifer L. Taylor

Subject: Kyle Canyon Development

Councilman Ross:

I want to thank you for having your ear tuned to your constituents' concerns. To my untrained eye, this Kyle Canyon plan has all the earmarks of uncontrolled growth. Or, to put another way, the developer is saying 'let's do it because we can'!

My initial response is outrage for all the obvious reasons. However, rather than attempting to back door the development, the Focus Group must be persuaded to include its neighbors in the decision making process. We must be made aware of their plans for the Urban Mixed Use areas adjacent to the two elementary schools, Bilbray and Scherkenbach.

The idea of 16,000 homes, and a casino complex, on 1700 strikes me a rather ludicrous. Cattle have more room for maneuvering than that. Keep in mind I do not mind maximizing one's investment, but there should be limits. My bottom line to this situation is to get the process out in the open for everyone's benefit, just like we did with the work at Durango and Grand Teton.

Thank you,

Fred Herr

8213 Old Cistern Ct.

702.622.9797